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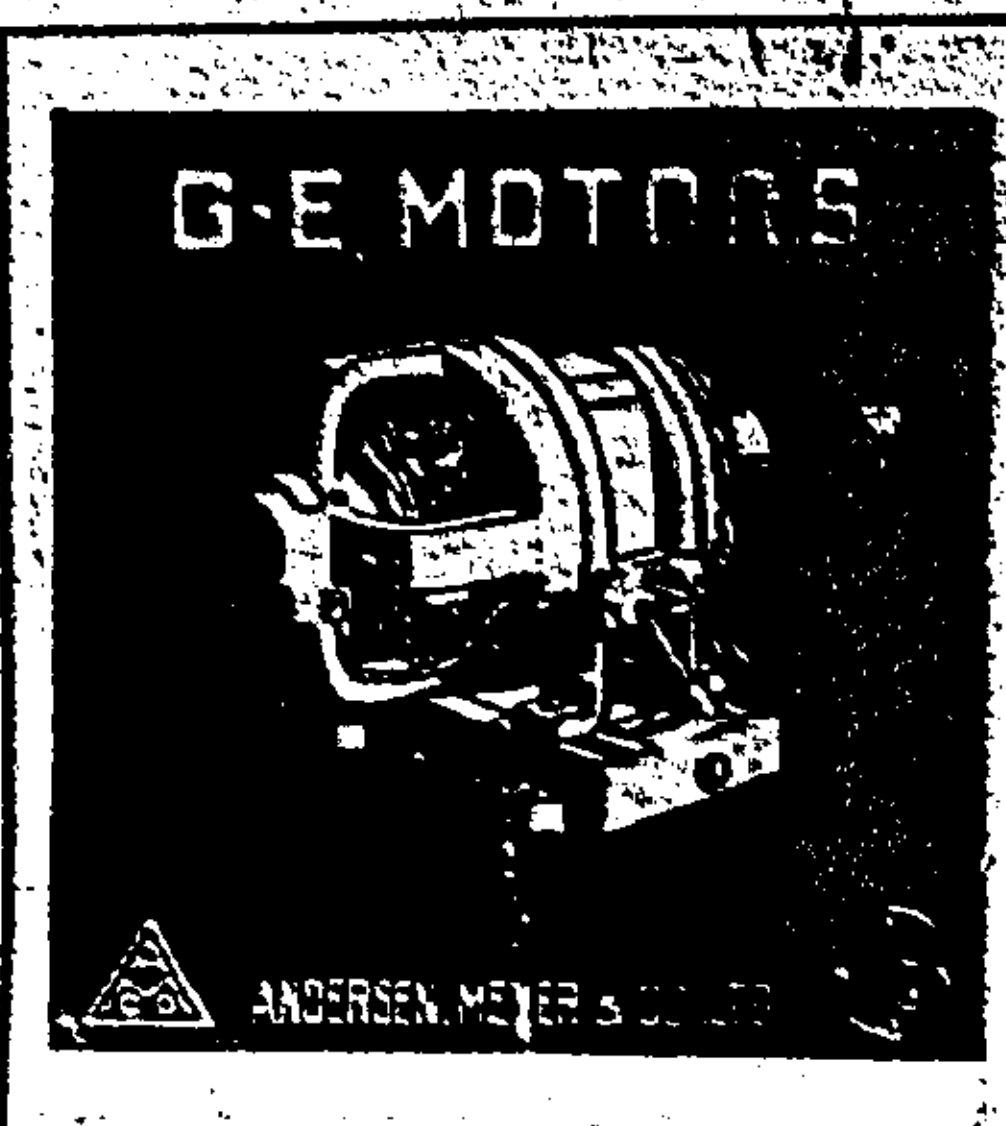
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THE PROBLEMS OF THE PACIFIC.

MR. LLOYD GEORGE'S AWAITED SPEECH.

An Anglo-American-Sino-Japanese Conference.

(Reuter's Service.)

London, July 11.
In the House of Commons, Mr. Lloyd George confirmed his explanation as to why the Anglo-Japanese Treaty had remained in force. He said that both parties desired the agreement to be brought into complete harmony with the Covenant of the League of Nations. The whole British Empire welcomed with the utmost pleasure President Harding's wise and courteous initiative. (Cheers) The world had been looking for such a lead. He was confident that the House would esteem it an act of far-seeing statesmanship and wholeheartedly wish it success. No effort would be lacking to make it so on the part of the Empire, which fully shared the liberal and progressive spirit inspiring it.

The Premier recalled his statement in the Commons on July 7 in which connection he mentioned that the conversations Lord Curzon had with representatives of the United States, Japan and China were the result of discussions in the Imperial Cabinet. He was very glad to say that the views of the United States government, which were received yesterday, were extremely satisfactory. The Chinese Government had also replied favourably. Formal reply had not yet been received from Japan but there was good reason to hope that it would be to the same sense. The discussion of the Imperial Cabinet dealt on broad lines with the Imperial policy in the Pacific and Far East, especially regarding the Anglo-Japanese agreement, the future of China, and the bearing of both questions on Anglo-American relations. The deliberations were guided by three main considerations:—Firstly, that Japan was an old and proved ally. The agreement, now of twenty years' standing, had greatly benefited not only Britain but Japan. (Part of cable missing). Thirdly, the United States people were closest to the British in aims and ideals, with whom it was for the British not only a desire and interest, but a deeply rooted instinct to consult and co-operate. (Cheers).

The Imperial Cabinet was unanimous on these considerations and the object of the discussions was to find a method of combining all these three factors in a policy that would remove the danger of heavy naval expenditure in the Pacific with all the evils thereby entailed and to ensure the development of all legitimate national interests in the Far East.

The Open Door in China.

Dealing with the Anglo-Japanese Agreement, the Premier stated that the League of Nations had been notified that wherever the Covenant and Agreement conflicted the terms of the Covenant should prevail. (A copy of the notification has been published and this shows that the document was signed by Count Hayashi and Lord Curzon and addressed to the League on July 7). The broader discussion of Far Eastern and Pacific policy, to which the Imperial Cabinet then turned, showed a general agreement on the main lines of the course which the Imperial Cabinet desired to pursue. They were all convinced that the peace and well-being of the world depended on friendly Anglo-American co-operation more than on any other single factor. They also desired to maintain a close Anglo-Japanese friendship and co-operation. The greatest merit of that valuable friendship was that it harmonised with the influences and activities of two of the greatest Asiatic powers, thus constituting an essential safeguard to the well-being of the British Empire and the peace of the East. We also aimed at preserving the open door in China and giving the Chinese every opportunity for peaceful progress and development. We also desired to safeguard our own vital interests in the Pacific and to preclude any competition in naval armaments between the Pacific Powers. All the representatives of the Empire agreed that our standpoint should be communicated with complete frankness to the United States, Japan and China with the object of securing an exchange of views which might lead to more formal discussions and a conference. Lord Curzon, accordingly, last week communicated the views of the Imperial Cabinet to the American and Japanese Ambassadors and the Chinese Minister and asked them for the views of their Governments, and expressed the strong hope that an exchange of views might pave the way to conferences on the problems of the Pacific and Far East.

Replying to Col. John Ward, the Premier stated that China, in the negotiations with regard to the Pacific, would be treated as an independent Power, which she was.

Ambassador Harvey and Mr. Wellington Koo were present in the Gallery during the Premier's statement and later shook hands with him.

Activity in London.

London, July 11.
General satisfaction is felt here at President Harding's proposal for a conference at Washington. The President's Note was received by the American Embassy yesterday, and was sent to Mr. Harvey who was in the country, and who then proceeded to Chequers and saw the Premier.

The Cabinet considered the matter this morning, and the Imperial Conference considered it in the afternoon. Great activity prevailed at the Foreign Office. Earl Curzon interviewed Mr. Harvey and Baron Hayashi before the Cabinet meeting. Shortly afterwards, Mr. Wellington Koo arrived at the Foreign Office.

French Foreign Office Consulted.

Paris, July 11.
The American Charge d'Affaires visited the Foreign Office, it is said, in order to ascertain the attitude of the French Government towards President Harding's invitation.

Preliminary Considerations.

Washington, July 11.
It is not anticipated that a conference to discuss President Harding's proposal will be arranged immediately, as the most delicate preliminary ground must be covered diplomatically in order to avoid the risk of ultimate disagreement. It is understood that the plans so far discussed by which disarmament may be effected are based on the findings reached at the Hague conference before the war. The British idea rather favours control over personnel than limitation of building, or a system of equivalent budgets; but all these points are liable to modification. In the course of the soundings already taken, it appears that one of the chief reasons why Great Britain is anxious for the United States to take the initiative in calling the conference was the greater likelihood that the Senate would ratify any resultant treaty than if the proposal came from abroad.

It is understood that the Government regards the inclusion of the discussion of the Far Eastern problems as a vitally important preliminary to any disarmament plans. A settlement of the Yape question before the aforementioned discussion appears probable.

THE IRISH PROBLEM.

REJOICINGS AT DUBLIN.

Serious Fighting at Belfast.

(Reuter's Service.)

London, July 11.
Mr. De Valera has replied to Mr. Lloyd George fixing the Conference at Downing Street for July 14.

The Irish Delegation.

Mr. De Valera, Mr. Arthur Griffith, Mr. Stack, and Mr. R. Barton, all members of the Imperial House of Commons, will constitute the Irish delegation to confer with the Premier on July 14.

Rejoicing in Dublin.

London, July 11.
The Irish truce was inaugurated in Dublin at noon with general rejoicing. Ships in port sounded their sirens and the Auxiliary Police and "Black and Tans" were walking in the streets unarmed and mixing with the people. Armoured cars and military lorries were conspicuously absent.

A Nightmare in Belfast.

London, July 11.
Belfast is quiet to-day. The fighting over the week-end was the worst in the city's history. It began by a Sinn Fein attack, killing one and wounding two police. Subsequently, police raids unearthed a Sinn Fein arsenal which was captured at a bayonet charge after a fierce battle between hundreds of police and snipers on the roofs. After a short lull the battle was renewed on Sunday between Catholics and Protestants, reaching its height in the afternoon when the whole city was involved in the sound of machine guns, rifles, revolvers and bombs, the sight of hurrying ambulances and armoured cars, recalling a battlefield. An Orange procession appeared in Royal Avenue in the midst of the battle, and marched unwaveringly under a storm of bullets. A number of the processionists, with revolvers in their hands, rushed up side streets to fight the Sinn Fein snipers. Forty-eight houses and business premises occupied by Nationalists were destroyed by incendiary bombs. The firemen were hampered by snipers.

The incendiaries set fire to extensive stables and stores in the centre of Belfast. The curfew order continues in force to-night and to-morrow owing to the disturbed state of the City. Military are replacing the police.

THE IMPERIAL CONFERENCE.

Closer Consultation in Foreign Affairs.

London, July 11.
To-day's sitting of the Imperial Conference was devoted to Egypt. Earl Curzon made a statement upon the questions which will shortly be discussed with the Egyptian delegation. All the Overseas representatives endorsed his proposed line of action. Discussion next turned upon the need and practicability of closer and more continuous consultation in the conduct of foreign affairs. The first sitting to-morrow will be devoted to the Dominion representatives' suggestions for improvements in the practice and machinery of consultation between the Dominion and the British Governments.

EXPORTS CREDIT SCHEME IN WORKING.

Protests Against Exclusion of Far East.

London, July 11.
On the occasion of the House of Commons passing the third reading of the Bill extending the credits scheme throughout the Empire, except India, where it was considered it would be ineffectual, protests against this exclusion were raised, and also in respect of British possessions in the Far East. Sir Philip Lloyd Greame stated that the scheme was already being applied. One contract, exceeding £2,000,000, has been provisionally signed, and a large number of small applications has been received.

BANTAM-WEIGHT-CHAMPIONS IN ACTION.

Herman Defeats Britisher.

London, July 12.
At Holland Park Hall last evening in a twenty-round contest Pete Herman, of America, ex-champion of the world in the bantam-weight class, knocked out Jim Higgins, the British champion, in the eleventh round. The fight was arranged at the bantam-weight but Herman was three-quarters of a pound overweight and paid a sum of money as forfeit to Higgins.

THE NEAR EAST.

Kemalist Conditions Impossible.

London, July 11.
The British representative at Constantinople has informed Mustafa Kemal that, in view of the most absurd conditions laid down by the Nationalists, it is impossible for General Harington to proceed farther in regard to the suggested meeting with Mustafa.

THE AUSTRALIANS IN SCOTLAND.

London, July 11.
At Glasgow, before five thousand people in dull weather, the Australians made 540, Ryder scoring 129 by stylish and chanceless cricket, his innings containing 14 fours. The wicket was in good condition and fast. West of Scotland made 227 (Stevenson 50, Carr 49, John Gunn 43). Masley took 4 wickets for 108 and Ryder two for 10. Following on, the home team scored 77 for 3. Match drawn.

SHIPBUILDING IN THE SECOND QUARTER.

Further Decline.

(Reuter's Service.)

London, July 11.
Lloyd's Shipbuilding Returns for the three months ended June 30 state that 3,530,000 tons constructing in the United Kingdom, is 269,000 tons below the previous quarter, but 1,179,000 tons, representing tonnage on which work was suspended owing to decline in the demand for tonnage and to the joiners' and coal strikes, must be deducted to enable a comparison with the figures in normal times. Only 69,000 tons were commenced, representing less than 2 per cent. of the tonnage in hand at the beginning of the quarter. This is most significant, indicating an unfavourable outlook in the near future. The total merchant tonnage building abroad was 2,669,000 tons. This figure is not subject to reduction on account of suspended or delayed work.

IMPERIAL WIRELESS CHAIN.

Need of Speeding-Up.

London, July 11.
In the House of Commons, replying to questions in regard to the Imperial wireless chain, concerning which Mr. Hurd asked whether any Dominion Government refused to be associated with the scheme under State ownership, Mr. Lloyd George said he could not make a statement pending the decision of the Imperial conference. Mr. Hurd asked whether the Overseas Premiers were considerably dissatisfied at the slowness of the progress of British State enterprise as compared with other countries which were not so dependent upon State enterprise. The Premier replied that he thought they would like to see a speeding-up.

BANQUE INDUSTRIELLE DE CHINE.

Reported Promise of Efficient Reorganisation.

Paris, July 11 (delayed).
The Banque Industrielle de Chine affairs are taking quite a favourable turn. According to *D'Echo Paris*, M. Briand, in private conversation with Deputy de Cessvieux, stated that the bank is to be reorganised under new and exceptionally capable management. Depositors shall lose nothing (add the message)—Havas.

CARPENTIER AGAIN.

New York, July 11.
Carpentier has signed a contract to defend his title of the world's light-heavy-weight champion in October. Tex Rickard will select his opponent.

TO-DAY'S CHINESE TELEGRAMS.

Peking, July 12.
It has been decided at a Cabinet meeting to give Luk Wing-ting financial assistance, and to ask the Customs commissioner in Shanghai to release the ammunition for Kwangsi that he has been holding. In reply to a demand made by the Diplomatic Corps the Ministry for Foreign Affairs has declared that the Government will withdraw the police guards surrounding the legation precincts, provided that the Japanese legation will guarantee the safe return of the Chinese refugees who will not be allowed to leave. To this the Japanese Minister has not agreed. In reply to the recommendation proposed by Luk Wing-ting, the Premier has said that if Li Lu-hon (the former Governor of Canton, at present a resident in Hongkong) can suppress the fighting in Kwangtung province, Li will be appointed Tuchun as requested.

(Other Telegrams on Page 2.)

LOCAL TRADE.

"Biggest Slump in Living Memory."

The Home papers report a slight revival in trade, but if that applies to Britain it certainly does not apply to Hongkong. One prominent local merchant disbelieves that there is a trade revival anywhere. "It is just propaganda," he told a *Telegraph* representative. "It is done to make buyers and merchants in the Colonies and elsewhere think that trade is booming so that they will send in large orders." In the course of a conversation he said the Colony was going through the darkest period of trade within living memory and attributed it mainly to the tight-fistedness of the banks. The banks would not give credit owing to the condition of the world generally and until they did extend their credit he failed to see how trade could improve. The trade of the whole world was dull and although Hongkong was in a pretty bad way the Colony was probably better off than her neighbours, Shanghai and Singapore. He had no hopes of things getting much better for a very long time; at least nine months. Another well-known Hongkong business man puts the present state of affairs down chiefly to the political troubles in China.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

BANQUE INDUSTRIELLE.

Shanghai, July 11.
The Shanghai Bankers Association announces an agreement to redeem the Banque Industrielle de Chine notes at par up to \$750,000.

SHANGHAI RICE SITUATION.

Shanghai, July 11.
The rice situation is normal.

"Trade is dead," he said when asked if there was any revival in Hongkong. The summer months was always a slack time of the year but things would be better if the Canton trouble came to an end. Hongkong did a great deal of business with Wuchow and that part of China but, owing to the present unsettled condition of things, all that trade had practically stopped. He could not see much chance of improvement until China settled down again to something like a normal condition.

INTERPORT SWIMMING.

Hongkong in Form.

Hongkong is expecting to be able to put a good show at the forthcoming Interport Swimming, which will be held in the Colony in September. The polo team are in fine form and out of Beaschardt, R. C. Wiltchell, M. L. Ralston, J. R. Johnstone, J. Soares, G. V. Hall, G. A. Carvalho, M. A. Carvalho, C. Marcal, J. C. Finch and perhaps one or two others who may show that they are worthy of a place, a strong side should be picked. J. R. Johnstone, G. Jack, D. Laing, F. R. M. Pereira and A. Boleho are likely names for the team race and J. C. Finch may feature largely in the swimming.

The sports will last for three days and in addition to the interport events, will include the 100 yards Club Championship, Army and Navy races, and many other competitions. The interport events will be 100 yards, 220 yards, 440 yards, 880 yards, across the harbour, water polo, team race, long plunge, diving and 100 yards back race. It is hoped also to arrange a race for ladies, in which Hongkong should come out very well. Some of the events will be held in the V. R. C. baths, but the longer races will take place in the harbour. Koby and Shanghai have been invited and it is probable that both will accept. This is the first interport swimming likely to be held in Hongkong since 1912. Great interest is being taken in these sports, there being many enthusiastic swimmers and it is thought that they should prove a great success.

THE BANDMAN COMPANY.

Only Five Performances.

The return to Hongkong of the Bandman Opera Company will be welcomed not only on account of the pleasures derived by the theatre-going public from their last visit but also because their list of musical plays down for presentation this time are easily the most popular of their long repertoire. Hongkong has always given "Bandman's" a welcome reception and the forthcoming visit should prove no exception to the rule. The season is limited to five performances, the pieces to be given being "Algar," (of which so much has been heard) "Who's Hooper," "Brain Pie," "Irene," and "The Better Ole." It has been said that the atmosphere of a Bandman production is that of Leicester Square, minus the chills, the scramble for tubes and buses, in short, London without so much cost and with more comfort. Booking has now opened at Montreux.

News in To-day's New Advertisements.

J. M. & Co. advise consignees of cargo of the arrival in port of the s.s. Gleneshane.—Page 5.
The United Motor Car. Have the cars, the drivers, and the rates to make motoring pleasurable.—Page 4.
Chafalo and Palermo appear at the Wo Ping Theatre on July 15.—Page 7.
"Alf's Button" will be shown at the Peak Club on July 16.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand, to-day was 2s. 7½d.

The Weather.

2 p.m. Barometer.—29.81. Temperature.—86. Humidity.—69.

Lighting-Up Time.

Lighting-up time to-day, 7.12 p.m.

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KIDNAPPING CHARGES.

Big Money To Be Made
In Siam.

Before Mr R.E. Lindsell at the
 Magistrate's court yesterday afternoon a
 Chinese woman was charged with
 kidnapping two unmarried girls,
 aged 13 and 16 respectively, on the
 27th ult. Another woman was
 charged with harbouring the girls,
 the elder of whom has been a
 servant girl in a family in Wuhu
 Street, Hongkong, for ten years.

Mr S. Schofield, Chief assistant
 to the Secretary for Chinese Affairs,
 appeared for the prosecution and
 Mr D.H. Blake for the second ac-
 cused.

Mr Schofield said that the first
 defendant was alleged to have enticed
 the servant girl away with the in-
 tention of taking her to Siam where,
 defendant said, she could earn
 enormous sums of money by selling
 medicine and cigarettes. On the
 way to Hongkong on the night of
 27th, the servant girl accosted the
 other girl in Hongkong and per-
 suaded her to accompany her to
 Hongkong. First defendant took
 the girls to No. 48, Stanley Street,
 the second defendant's dwelling,
 where they spent the night. Next
 morning the younger girl left the
 house at 8 a.m. without difficulty.
 The servant girl tried to follow
 suit but was detained by first de-
 fendant, who assured her that her
 sole object in taking her to Siam was
 to secure her more remunerative
 employment, by which she could
 earn about \$100 a month. First
 defendant said her two daughters
 were also going to Siam. The
 younger girl was employed at a
 knitting factory, and the only point
 about her in respect of the kidnapp-
 ing charge, said Mr Schofield,
 was that she was not in the direct
 custody of her mother at the time
 of the alleged offence. Her mother
 was employed by a Portuguese
 family and did not know that her
 daughter went to Hongkong on the
 27th until she returned home after
 work in the evening.

His Worship said he would con-
 sider the point later.

The servant girl in question
 said she first realised that
 first defendant desired her to
 become a prostitute in Siam when
 she was at No. 48, Stanley
 Street. She discovered there that
 defendant was also taking another
 girl. This girl had been sold in
 Hongkong for \$170. Witness
 alleged that second defendant in-
 structed her to represent herself to
 be a native of Pim U if her
 fellow tenants asked her. She ran
 away from 48, Stanley Street, dur-
 ing the first defendant's absence,
 and returned to her mistress's
 house. Second defendant gave
 her congee to eat the previous
 night.

First defendant said the servant
 girl asked her to take her to
 Hongkong because her master
 wanted her to become his fifth
 concubine and she was not willing.

The girl said that there had
 been a good deal of talking amongst
 neighbours concerning her rumour-
 ed marriage to her master. She
 did not know if her master had the
 intention of marrying her, but if
 he had such a desire, she would
 have no objection. It was a com-
 mon custom among Chinese ser-
 vant girls to marry their masters
 as concubines. She did not ask
 first defendant to take her to
 Hongkong. The servant girl
 added that when she told second
 defendant on the 27th, that she
 wanted to return to her house, de-
 fendant gave her five cents as
 far to cross the harbour, entreated
 her not to mention anything about
 her to her mistress and to say
 that she had been to a Chinese
 theatre and passed the night at her
 aunt's house.

The other girl said that in speak-
 ing about the money-making pros-
 pects in Siam, first defendant told
 her that Europeans in Siam often
 tendered \$5 notice in payment for
 small purchases and gave the
 change to the shopkeeper as "cum-
 shaw." The servant girl request-
 ed her to accompany her to Hong-
 kong.

In view of the two girls' evi-
 dence, the charge against the first
 accused of kidnapping the second
 girl was withdrawn. The charge
 against the second defendant of
 harbouring this girl was also dis-
 missed.

His Worship remanded defen-
 dants until Thursday and reduced
 their bails from \$250 to \$150 on
 the application of Mr Blake.

DEFINING CHINESE WATERS.

Admiral Li Ting-hain, Minister
 of the Navy, suggests the appoint-
 ment of a Commission to define
 clearly Chinese waters along the
 coast. He recommends the
 appointment of delegates repre-
 senting the Ministry of the
 Navy, the Waichiao and the
 Shuiwucho (Customs).

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EARLIER TELEGRAMS.

EUROPE SWELTERING UNDER HEAT WAVE.

London, July 11.

Like the United States, a large part of Europe is at present
 sweltering under a heat wave, the effects of which are
 aggravated by the long drought which has most seriously affected
 crops. In addition to deaths from sunstroke and drowning,
 yesterday numerous fires of thousands of acres of grass and heath
 were burning in various parts of the country. Over ninety-
 one degrees in the shade were registered in Paris yesterday. The
 drought in the North of France is said to be the most severe of
 any during the last half century. Paris is economising water.
 No shortage is at present threatened, but the situation in the
 provinces is becoming serious. As an example, water is selling at
 a franc a pailful in the Avesnes region. Most violent thunder-
 storms, however, are reported in the South of France. Hailstones
 as big as walnuts wrought havoc among the crops, vines, fruit and
 flowers, and several deaths from lightning are reported.

BANQUE INDUSTRIELLE.

Paris, July 11.

There has been a further sequel to the Banque Industrielle
 de Chine affair. The Echo de Paris published a statement of
 General de Castelnau that M. Briand told him that he considered
 M. Berthelot to be an honest man. He knew M. Berthelot had a sum
 deposited in the Banque which of his own accord he put at
 the disposal of his brother who was President of the Council of
 Administration of the Banque, but M. Briand recognised M.
 Berthelot's position had become difficult, if not impossible, and
 he must go. M. Briand, however, denies he made any such state-
 ment.

GANDHI AGAIN.

Bombay, June 11.

Gandhi is now appealing to dealers in foreign cloth to cease
 importing and thus revive hand spinning and hand weaving in India.

EARLIER TELEGRAMS.

THE PACIFIC CONFERENCE.

London, July 11.

The American Embassy, in a statement with regard to Pres-
 ident Harding's action, cabled this morning, says President
 Harding approached the Powers mentioned with formal but
 definite enquiries regarding a conference, and if the proposal is
 acceptable, formal invitations will be issued.

KING AND QUEEN IN CHANNEL ISLANDS.

London, July 11.

The King and Queen landed at St. Peter's Port, Guernsey.
 They had an enthusiastic reception. Firsts homage dues were pre-
 sented at St. George's Hall at a quaint ceremonial. Their
 Majesties subsequently toured the island.

SERIOUS AEROPLANE ACCIDENT.

Moundsville, West Virginia, July 11.

Seven were killed and 50 injured owing to a bombing aeroplane
 falling on a group of motor cars parked at Langin aerodrome. The
 engine exploded, setting the machine afire. The dead were all
 spectators.

JACK JOHNSON RELEASED.

Leavenworth, Kansas, July 11.

Jack Johnson has been released after serving ten months'
 imprisonment on a charge of violating the White Slave law. He
 declared he intended to re-enter the ring and fight "top notchers."
 He said "The public want Dempsey whipped, and he knows I can
 do it."

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COLLISIONS IN CHINESE WATERS.

British Expert's Views.

In relation to collisions that have lately occurred in Chinese waters, including the collision between the Arratoon Apear and the Yang Chow, Commander (Ret.) Frederick Davies, R.N.R., writes from Woonung to the *Norfolk China Daily News* as follows:—There are several points which to the lay mind—requires elucidation.

"Obey the Regulations" is a maxim which I have adopted in my book "How to Avoid Collisions between vessels" an extract from which reads:—

"In the great majority of collision cases that are sifted in the Courts or by Board of Trade inquiries the essence of the verdicts is, that one or the other of both vessels is or are to blame, for majeure or errors of judgment being the exceptions, therefore it is self-evident that the majority of collisions are avoidable and consequently must be brought about either by negligence, carelessness, incompetence or recklessness."

This seems a strong indictment to be made against my brother seamen, but it stands out as a fact which cannot be denied, vide the reports of the last three local collision cases that have been engaging the attention of the British Supreme Court lately.

"Traffic Regulations" on shore bear the same construction as do the "International Regulations" on the water, therefore it is necessary for those whose duty it is to guide vehicles or vessels to show "good conduct" and obey these Regulations which have been carefully prepared for the protection of the public and incidentally for themselves.

LAND ROAD AND SEA ROAD. In this connection I must point out that on shore—where the traffic regulations are in force—there is an expert body of police whose duty it is to see that there occur no infractions of these regulations. So if a driver or chauffeur commits a breach of them he is hailed to Court and, if found guilty, punishment ensues, more or less, according to the seriousness of his offence.

At sea (or on the water) the case is entirely different, there are no beaten tracks and no police to ensure ships keeping to the "rule of the road" so that people in charge of vessels are left to their honour strictly to obey these regulations, which have been drawn up with great care and consideration for the many difficult situations a seaman in charge of a vessel is often placed in: he is not spied upon in any way and it is left to his honour that he should obey the regulations and do the right, proper and gentlemanly thing.

It was jealousy for the honour of my brother seamen that partly impelled me to write "How to Avoid Collisions" giving there in a concise form the Court's interpretations of the various rules so that mistakes might be reduced to a minimum.

These interpretations are from the Higher Courts of Great Britain and the United States of America so can be accepted as the law on the matter.

THREE RECENT CASES. Now for the three recent cases. In the report of the collision which occurred in the Yangtze between an A.P.C. tugboat—encumbered by lighters—and a China Merchants Co.'s steamer, both ships were properly held to blame; many letters appeared in the Press on various matters in connexion, one even suggesting a new "rule of the road," but the fact that both vessels disobeyed the present regulations was entirely overlooked, as disclosed in the evidence, the persons in charge of both vessels were quite incompetent; neither of them knew what was the right thing to do, and they both did the wrong thing. The owners and insurance companies were left to smile and pay.

The next case I deal with is what I will call the "Taku Bar Collision Case"—which seemed so idiotic at first hearing, viz., that two vessels at anchor, showing anchor lights ran into each other, showing under-way lights. No wonder Judge Skinner Turner remarked in a later case—"As is usual in these cases it is very difficult, if not impossible, to reconcile the two stories." In this case the insurance companies were left to face legal charges as well as damages.

There is no mistake the judge picked out the culprit; here we had "recklessness and carelessness."

SEAMANSHIP.

Coming now to the most recent of the three cases, viz., the str.

Arratoon Apear v. str. Yang Chow, we are faced with a different state of affairs: this case does not appear to me to be so much a question of regulations as of seamanship. It was found at the Washington Conference that it was impossible to frame rules to govern every act of seamen, especially where it was more or less a question of seamanship, and as the British Delegate remarked, "It is no use having seamen at all if they cannot act in special circumstances."

There are one or two points in this case that require some comment. First the question of "sound signals for vessels in sight of one another." Rule XXVIII.

The master of the Yang Chow told the Court that he blew two blasts, but received no reply, so took the silence of the other vessel to mean consent to his going to the wrong side! What ridiculous nonsense and ignorance of the meaning of Rule XXVIII! It would have been interesting if the Assessor had intimated to the judge that he would like to know what sort of reply the Yang Chow expected from the Arratoon Apear. Why! the very silence of the latter vessel could have only one meaning—which was a reply—viz. that she was not changing the direction of her head, nor going astern with her engines. Here we have another case, and they come up regularly like seasonsable plants—of the misunderstanding by some seamen as to the meaning of the one, two, or three short blasts. Mr. Justice Baggave Deane in deciding a case in the Admiralty Court in 1908, used these words:—

"So long as I sit here, I shall do my best to deal with the matter directly. If a signal is blown, either a port or starboard helm signal, it indicates the direction to which the ship's head is being altered and that only and when one has to deal with such rules, one has to remember that we cannot allow custom to come in between, though I am told that custom gives to the signal not the meaning—I am directing my course to starboard, or to port, but, I am going to pass you port to port, or starboard to starboard: in this case the result of breaking that rule is this collision."

A DANGEROUS DOCTRINE.

Judge Skinner Turner remarked in the present case that the Captain of the Yang Chow's statement, that silence gives consent, "was a dangerous doctrine" but I hope it will now be clearly understood that silence on the part of the "holding on" vessel is really a signal that she is not changing the direction of her head. Owing to this erroneous impression among some seamen as to what one or two blasts mean "I am going to pass you on the port or starboard side" it is just as well that I point out that when an overtaking vessel requires to alter her helm to pass an overtaken one, she must make one or other of these signals and they produce the very opposite result.

Many cases have been before the Courts where vessels leaving a dock or wharf, have collided with vessels proceeding up or down the river, and it has been held that the "Crossing Rules" do not always apply and as it is the duty of vessels leaving a dock or wharf to watch for passing vessels and keep clear, so, a correlative duty no doubt rests on vessels passing docks or wharves coming out.

THE QUESTION OF MOBILITY.

There is one point in the Assessor's advice to the Judge to which I must take exception: he said that the Arratoon Apear's position after she left the wharf was "much less mobile"—I am presuming he means that she had less control over herself. To me the facts appear the very opposite, the Arratoon Apear was heading an adverse stream, quite under control of her engines, helm and anchors—if necessary—whereas the Yang Chow on the other hand was coming over the ground at 10 knots according to the Judge, speed about seven knots through the water, a single screw ship approaching a narrow crowded channel, really a most dangerous position to lie in, and certainly not so much mistress of her mobility as the Assessor would lead the Judge to believe. If he had gone astern with her engines for any length of time to reduce her speed she would have found herself thwarted the narrow crowded channel and the only hope of avoiding collision with something would have been her anchors and cables, which have been known frequently to be frail reeds to rely on in such circumstances.

Every pilot knows the extreme amount of care, caution and maritime skill that is required in handling single screw, low-powered cargo boats in crowded narrow waters. With a tide with them all their close and alert attention, and I doubt if any of them would have taken the risk the Yang Chow did.

The Judge's decision in this case is only what could be expected and exposes another case of "recklessness and ignorance" of Rule XXVIII.

NO CENTRAL AUTHORITY.

Going back to the Taku Bar collision case, I am not going to pick out either of these particular vessels for what I am about to say, but it must be remembered that the duties of individual members of the crews of these small merchant steamers are not laid down and defined in each particular case as is done more or less in the British and other Navies, owing to the small number of hands carried, each of whom probably has a multitudinous number of things to do and without the supervision of expert petty officers. There is no central authority in the Merchant Marine like an Admiralty Board, which lays down laws and rules governing every ship, but it is a case of "different ships, different fashions" which the old merchant salt grows out sometimes. A deck hand is probably told to get the sidelights ready and either through ignorance of the responsibility or hurry to get his job done they are placed in position in their screens before the anchor is awigh. I have witnessed vessels in the position of the vessels under discussion at anchor waiting for tide—with the sidelights showing. Therefore it is now possible that the same thing occurred off the Taku Bar?

In Admiralty Courts in England trying Mercantile Marine collision cases, naval officers do not sit as Assessors, they have no experience of the difficulties that beset the masters of short-handed ships and the greater difficulties in handling single-low-powered cargo steamers in narrow crowded waters, their only experience is with twin-screw, full-powered ships, which are almost always under perfect control.

In conclusion, if a seaman makes a mistake by error of judgment, or even otherwise, it is more manly to admit it. He saves his honour and prevents his owners or insurance companies being mulcted in large sums for legal expenses.

If an error of judgment is made the Courts are not severe on a man when he has to decide almost instantly what course to adopt in extreme danger. Whereas if you go into Court with a cooked up story and get into the hands of the cute Admiralty lawyers and experienced assessors you are made to feel very small indeed.

JAPANESE EMIGRATION.

Reluctance to Leave Japan.

The *Asahi* reports the gradual decline in the number of Japanese emigrants to South America. After the amalgamation of the Morioka Emigration Company with the Overseas Colonisation Company it says the latter concluded special agreements regarding transportation with the Nippon Yusen Kaisha and the Osaka Shosen Kaisha, the settlers being chiefly engaged on the coffee plantations. From 1917 to the end of April of this year, 13,659 households were conveyed to Brazil. But since last year, results have been anything but satisfactory, there being only 983 emigrants throughout last year. This year, also, there will, it appears, not be very many applicants. The *Asahi* as reasons for this decrease, says that the value of Brazilian currency for remittances has declined rapidly. Severe restraints are also imposed, in the case of peasants, as that a single household must consist of more than three, including a child (or children) of over twelve years old.

Tragedies in Japan, also, are high compared with those in South America. In addition, no results worthy of attention have so far been obtained by the already settled emigrants. The latest investigations show that there are 11,011 cho (about 27,500 acres) and 92,870 cho (about 232,000 acres) which are respectively owned and leased by the Japanese, but as yet this is nothing compared to the land acquired by emigrants to North America. From this year, the Department of Home Affairs will give a subsidy of



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We invite inspection to a large delivery of
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Telephone No. 651. Complete House Furnishers. 55, Queen's Road Central.

Y100,000 a year to the Overseas Colonisation Company, that sum of \$3 to every Japanese settler, being bestowed on emigrants not exceeding in number in 2,000, or at the rate of Y50 per head as a part of the travelling expenses. The N.Y.K. and the O.S.K. have also been persuaded by the Department to consent to a decrease in the fare from Y250 to Y200. Hitherto, the Brazilian already.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—In October, house Peak or mid level, furnished or unfurnished.—Apply Box No. 582 c/o "Hongkong Telegraph."

TO LET.—Large Godown at Wanchai (known as Mody Godown). Apply Lee Hy San & Co., 202 Queen's Road Central.

TO LET.—Godown at Yau-mat. For particulars apply to the Hongkong Land Reclamation Co., Ltd.

NOTICE OF REMOVAL.

We have removed our Office to No. 61 Des Voeux Road Central, second floor, (above The Mercury Garage).
MOW FUNG & CO. LIMITED.
Hongkong, 8th July 1921.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPOPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined "SILIMPOPON COAL," trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of COWIE Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents,
The COWIE HARBOUR COAL CO. LTD.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 14th July 1921 commencing at 2.30 p.m. at their Sales Rooms, Duddell Street

A Very Fine and Superior Selection of Genuine Old Curios (just arrived from the North) comprising—
Porcelain Vases, Ginger jars, Beakers, Bowls, Wine cups, Josses, Wall plates, Inlaid panels, Flower pots of Kanghi to Tengkong Periods.

Enamelled and cloisonne Plates and Vases, Bronze vases and incense burners, Crystal, Agate and Jade Figures and Ornaments, Also

One Yellow Vase—Kanghi
Four Jade Inlaid Placques—Kienlung

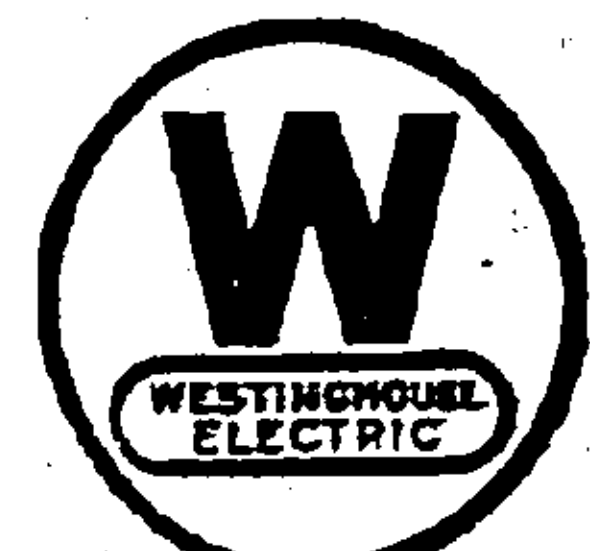
And
A few pieces of Soochow Red-wood-ware

On view from Wednesday the 13th July, 1921.

Catalogue will be issued.

Terms:—Cash on delivery.

LAMMERT BROS.
Auctioneers.



NOTICE.

On July 1, the Westinghouse Electric International Co. will open its own technical and sales office in China and in future all Westinghouse business will be handled direct with the company.

WESTINGHOUSE ELECTRIC INTERNATIONAL CO.

JOS. D. BIRRELL,
Manager for China

Temporary office 22 Kienkiang Road, Shanghai.
U.S. P.O. Box 590.
Cable address: Wemcoexpo.
Shanghai, June 24, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Co's Steamer "THERSIAS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 11th July.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st Aug., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th July, 1921.

PEAK CLUB.

Notice to Members and Subscribers—

By special request and arrangement with the Coronet Theatre the Film "ALF'S BUTTON" will be shown on

Saturday, next July 16th at 9.15 p.m.

Tickets \$1.00 each for Members and their Guests. The Concert Room will be arranged as a Lounge. Smoking permitted.

JOHN BENTLEY,
Hon. Secretary.
Hongkong, 11th July 1921.

THE BRITISH LEGION.

(HONGKONG & CHINA BRANCH).

The Committee of the British Legion would be grateful if firms having vacancies on their staff would notify the Hon. Secretary (Mr. H. K. Holmes, Land Office, Courts of Justice) to that effect, stating their requirements, and thus possibly assist unemployed Ex-Service men to obtain work.

AVISO.

Precisa-se d'um empregado para o Club Lusitano de Hong-kong. Conhecimento de contabilidade, Portuguez e Ingles indispensavel.

Derija-se por escripto ao Secretario Hongkong, 11 de Julho, de 1921.

MAN TRAVELS 35 MILES WITH BROKEN NECK.

To be Fitted with Walking Jacket at Hospital.

A man with a broken neck travelled from Godalming to London, a distance of 35 miles, to attend at the Royal Orthopaedic Hospital.

He is Mr. Walter Lee, carpenter, of Brighton-road, Godalming, who on Ash Wednesday, last year, fell from a ladder. He was taken to the same hospital last July, and is still an out-patient.

For over five months he wore a plaster casing which covered his head, neck and shoulders. He came to London to obtain a coroplastic jacket, by which he hopes to be able to walk. He usually rides in a bath chair.

LORD MAYOR ENTERTAINS 700 WOUNDED.

Over 700 wounded sailors and soldiers from London hospitals were entertained to tea and a concert by the Lord Mayor and Lady Mayoress at the Guildhall.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph")

The Rents Bill.

Sir,—The Chinese Chamber of Commerce, at first so farciously hostile, have suddenly discovered that it will be difficult for them to prevent the passing of this very just and long overdue Rents Bill. The landlords' actions in the past will not stand the light of day, consequently, if the Bill is to go through, they want it riddled with a few loopholes enabling them to squirm out of their obligations and get at the tenants again. The Government should not be fooled by these all-too-busy money chasing folk who, if they were not hypocrites and really had the welfare of the poor at heart as they now attempt to make out, would have suggested this Bill themselves years ago.

While I am sure the Government will not be influenced by this Chamber's recommendations, I would like to say a few words on same.

Their recommendation(s) should be totally rejected. Where a landlord requires the premises for his own use, he should be made to satisfy the Court. Knowing what some landlords are, if the decision as to the premises being required for personal use etc. is left to them, one of the main objects of the Bill will be defeated. Any yarn will be spun by the unscrupulous. The Section in the Bill should stand. Recommendation (3)—There is a scarcity of houses and landlords will not suffer in the slightest degree by reason of only the usual month's notice because it is well known that as soon as one tenant moves out of a house or flat another steps in, they are never empty for a day.

It would be unkindly harsh on the poorer classes and others who, by reason of their work, passage through the Colony, or unforeseen circumstances, are compelled to shift about if long notice than a month had to be given. There is no justification for a longer notice than a month.

Recommendation (f)—No explanation is given for the reason for this. It seems to be another instrument to screw down the unfortunate monthly tenant in an endeavour to squeeze. Rents are collected in advance and therefore no loss or detriment can result to the landlord through transferring without his consent. Leases are another thing. This should not receive any consideration.

Rents first commenced to be exorbitant when the 1911 Revolution brought hundreds of thousands temporarily to the Colony. Subsequently rents went up the ladder yearly (one increase on top of another) as refugees flocked there on the almost yearly disturbances and once they went up they never came down. Tenants have been paying scandalous rents since 1911 and the rent on the 31st December 1920 in nearly all cases was a most unjustifiable one and exorbitant in the highest degree. Chinese tenants' rents have risen between 100% and 200% since 1914 for no other reason than to satisfy the greed of landlords, while their wages have remained almost stationary or gone up very slightly thus making their struggle to make ends meet most pitiful.

Instead of asking for an alteration in the date, landlords ought to congratulate themselves that the Governor never proceeded with the plan to add to the 1914/1915 rent a percentage to compensate for the fall in the value of money since those years to ascertain the proper rent now payable. Had he done so, there would perhaps have been some reason for the landlords' weeping and gnashing of teeth, though tenants would have only received strict justice. The whole object of the Bill will be defeated if the date of the standard rent is altered or amended to suit landlords, who in the past have forced tenants to live in miserable existences and lose great sums of money through unfair rents. If the landlords do in fact lose anything by way of income owing to the bill being passed as it stands, they are in a much better position to bear the loss than the tenants are to bear any change in the date of standard rent.

It is hoped the Government will make a landlord who demands more than the standard rent or any premium, shoe money etc., and a tenant who sub-lets any part of a house or flat and collects in the aggregate more than the standard rent or any premium, etc., liable to a fine of £1,000 or 6 months, where it is proved to the Court that rent has not been increased for a year (and there will be few cases for this period and practically none for any longer period amongst Chinese) 10% would be a fair percent go to add to the 31st December 1920 rent in such cases. Where a person has purchased property since 31st December 1920 and the December rent was still payable on the date of purchase, and he has since then raised the rent, he has no reason to complain because (unless he is a vile speculator) he based his price on the rent of a property was paying at the time of purchase and upon that rent reckoned what the return to him would be on his price, so if he is now forced back to the December rent he will not suffer because he will receive the actual return he calculated on getting when buying. Only speculators will suffer by adhering to the 31st December 1920 rent. Genuine purchasers for investment would not buy merely and solely on the infamous rent the premises were paying. Only gamblers would enter into such purchases and such persons merit not the sympathy but the utter contempt of all. They were ready to take all risks and this Bill is one for them.

Except to make the Bill more water-tight, I can see no reason why it should be amended in any respect and I dare say the Government has in mind improvements to the Bill to further protect tenants and has taken note of the many admirable suggestions that have appeared in the local Press. Yours, etc.,
A HONGKONG CHINESE
Hongkong, July 11, 1921.

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A HONGKONG CHINESE
Hongkong, July 11, 1921.

Yours, etc.,
A HONGKONG CHINESE
Hongkong, July 11, 1921.

BOXING AT THE ALBERT HALL.

Basham Wins The European Middle-Weight Title.

Boxing enthusiasts filled the Albert Hall when Johnny Basham, Wrexham, and Gus Platts, Sheffield, met for the middle-weight championship of Europe, a title held by Platts.

The opening round was rather a quiet one, with Basham producing for an opening, and Platts covering well. Basham got home one or two lefts, and was clever at in-fighting in blocking his opponent's blows for the ribs.

It was early apparent that Basham was the cleverer boxer. Platts was clearly bewildered by the succession of hot shots to the jaw, frequently followed by vicious half-arm right punches. Platts stood it all very well, and never gave an inch, but all the points went to Basham.

The contest continued on these lines to the half-distance, when the Welshman was well ahead on points. Platts's strength was occasionally very evident, but Basham's skill was always the predominant factor in the exchanges.

Platts boxed in the eleventh and twelfth rounds as though intent on landing a knock-out. He was obviously much the stronger, and his wearing-down tactics were not greatly to Basham's liking.

The Sheffielder took all that Basham gave him without flinching, and in return he got home some very heavy jolts.

Basham went further ahead on points in the subsequent rounds, but Platts followed him grimly and gave him no rest.

Both were tiring towards the close, but Basham stayed on well enough to secure the verdict on points.

SAFEGUARD THE CHILDREN.

AGAINST HOT WEATHER ILLS.

Every mother knows how fatal the hot summer months are to small children. Cholera infantum, diarrhoea, dysentery and stomach troubles are rife at this time, and often a precious little life is lost after only a few hours illness.

The mother who keeps Baby's Own Tablets, the Canadian children's remedy, in the house feels safe. The occasional use of these Tablets prevents stomach and bowel troubles, and if sickness comes suddenly they help bring the little one through.

Baby's Own Tablets make teething easy, are a positively harmless remedy for simple fever, indigestion, colic, constipation, diarrhoea and worms. Are equally helpful to the youngest infant as to the child of 6 or 8 years. Obtainable from druggists, also post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

TO-DAY'S MISCELLANY.

The statement that Fulmer Grange, that remarkable replica of a sixteenth-century manor house, near Stoke Poges, has been sold recalls an interesting fact connected with the remote, little village of Fulmer. Its parish church is said to be the first Protestant church to have been built in England; that is to say, the first church built after the Reformation. Its founder, Sir Marmaduke Dayrell, was "servant" to Queen Elizabeth and cofferer to two kings.

London is adding to its reputation for clear air, an almost Italian sky. The metropolitan skies are generally blue-grey or silver-grey at their brightest. Through the smokeless air one can now see farther into the blue depths, and the farther the vision the deeper the blue, writes a correspondent in a Home Journal. One would have to live a long time in Sheffield, say to look up at such a brilliant sky as can be seen over Westminster nowadays.

One of the most pleasing features of Hunter's success in the amateur golf championship is that it is a triumph for a class of golfer that is somewhat heavily handicapped in such an event, notes a London writer. Experience of big meetings is a great asset to a player in the championship, and the new champion cannot from his circumstances, travel here and there about the country to meet men of his own calibre, as, say, the late champion, Cyril Tolley, can. I have known more than one artisan golfer make a poor show in the championship, simply because they were over-weighted by the importance of the occasion, and the fact that they were up against men whose names and fame were household words. Hunter's example should inspire other good golfers to give part of their annual holiday to an attempt to follow in his footsteps.

I notice with regret the death, at the early age of 5, of Lady Walnut Hill, of Kentucky, states a waggyish scribe. After she had laid her 87th egg, she laid her down—and died. She held a record for 94 eggs in 94 days—one of the best bits of war work that I have heard of. Had she been a British subject she would undoubtedly have attained the O.B.E., or Order of the British Empire. Why not? The Chinese, who know a thing or two about farming, have an Order of the Bountiful Crop. I don't know that they have ever bestowed it on a hen, but the name is suggestive. An army, they tell us, marches on its stomach, and a hen, I shrewdly suspect, lays on its crop.

At the Lincoln aerodrome disposal sale aeroplane bodies were sold at 3s. each. Minus wings and engines, each aeroplane contained copper fittings and pipes which originally cost hundreds of pounds. If we allow for the expenses of the auctioneer and the cost of advertising the sale, the price must be still further reduced, so that as a disposal record these aeroplanes must have achieved fame. It would be interesting to have the views of the Treasury Bench on what this was the best way of liquidating the Lincoln aerodrome. Presumably, the gross receipts of these 3s. aeroplanes will be regarded as an asset on the receipt side of the national balance sheet.

I am beginning to think that a really interesting book might be written on the little lost railways of England, says a writer in a Home Journal. I am now told of one—the "Shropshire and Montgomery," otherwise the "S. and M.," which local wit has christened the "slow and miserable." It was abandoned for years and is now reopened with the rolling stock of other days. From one of its stations—Kinnerley—it has a branch to Criggon, and if, as may easily happen, you are the only passenger to Criggon they send you on by "special train," which consists of an old "inspection" engine off some line in Kent, with the tender converted into a kind of covered wagonette (two seats—one class only), with a back entrance like an old motor-car. The "staff" consists of the driver only. You chat with him, and he stops occasionally to throw coal (not in strike time) at cows to clear them off the line. And he deems it wise to tramp across the bridge over the Vyrnwy before taking his "plant," and you across. And you can have all this joy-ride for 10d.

THEATRE ROYAL.

Return visit by general request of the

BANDMAN OPERA COMPANY.

ROY SMITH

Mon. 18th	"BRAVIE"
Tues. 19th	"AFGAR"
Wed. 20th	"IRENE"
Thurs. 21st	"THE BETTER 'OLE"
Fri. 22nd	"WHO'S WHOOP"

Booking at MOUTRIE'S.

Prices \$4, \$2, and \$1. Overture at 9.15 prompt.

AT YOUR SERVICE

CARS THAT ARE COMFORTABLE.

RATES THAT ARE REASONABLE.

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SCENERY THAT IS ENCHANTING.

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The United Motor Co., Ltd.

SHIPPING NEWS.

THE JOLLY ROGER.

Chinese pirates are said to be infesting the Elliott Group and neighbouring waters.

NEW "DOLLAR" VESSEL.

The s. Alice Dollar, the new Ichang-Chungking vessel of the Robert Dollar Company, made a good run up to Hankow on her maiden voyage, taking only three days to cover the journey.

PIRAC AROUND SHANGHAI.

The alarming increase of piracy on the water-ways around Shanghai is receiving the attention of the authorities, and steps are being taken for its suppression, according to the Chinese press.

PHILIPPINES COAST-WISE TRADE.

The Japanese motor-ship Taisei Maru has been seized at Manila by the authorities, on a charge of engaging in coastwise trade, contrary to the law. There were six Japanese on board.

FIRE ON BOARD.

The Lloyd-Triestino s. Filena, well known in Far Eastern waters, recently had a fire in two of her holds. She proceeded to Bombay, where the fire was extinguished after considerable difficulty. The damage is stated to be rather serious.

JAPANESE SHIPPING MARKET.

According to investigations completed by the Department of Communications, the Japanese ships of more than 1,000 tons at the end of May stood at 792 in number and at 2,699,464 tons, showing an increase of 5 vessels of 21,540 tons over the end of the previous month. In the Vladivostok district by which North Manchurian cereals are being exported via the Chinese Eastern Railway, an increase of eight vessels aggregating a little over 28,000 tons in actual service, has been seen. North China has witnessed an increase of 15 ships of 52,000 tons or more, the season for the movement of cereals and vegetable oils lying before it. There is a tendency for the Formosan and Java liners to increase in number owing to the movements of produce there. In North and South America, the seamen's strikes have aroused a demand for Japanese ships. In Japan idle

ships have increased by 9,563 tons, and if to this figure idle ships of below 1,000 tons are added, the total comes to 396 ships weighing 251,470 tons, there being a decrease of 139 vessels of 16,785 tons below the end of the previous month. In the light of this, it can be understood that, although the activity of small-sized ships is worthy of attention, some large-sized ships are still idle.

A JAPANESE SHIPPING COMBINE.

Some time ago, it was proposed to combine the Taiyo Kisen Kaisha and the Nippon Kisen Kaisha. According to the Asahi, these two companies will amalgamate as a result of consultations among Mr. Nakayama, Director of the Nippon Kisen Kaisha, Mr. Katada, President of the Katada Kisen Kaisha, and Mr. Shimomura, Managing Director of the Osaka Ironworks. Particulars of the combine are still kept secret, but the Asahi surmises that the Nippon Kisen will offer three ships of 5,800 tons and the Osaka Ironworks a ship of 10,000 tons to the Taiyo Kisen Kaisha, which will have thirteen ships, with a total tonnage of 105,138 tons, inclusive of its own seven new ships of 57,138 tons. It is worthy of notice, says our contemporary, that these new ships are about to combine, at a time when the shipping amalgamation, for which the Minister of Communications put forth great endeavours, is at a standstill.

PASSENGERS ARRIVED.

Per s.s. CHONGSHU.—Miss Frazer, Miss McMurdo, Misses Spinkston (2), Mr. Dabwood, Mr. J. McKay, Mr. Suok, Mr. & Mrs. Olive, Mr. Reynolds, Mr. Dyson, & Mr. Forbes.

Per s.s. KALYAN.—From London, Mr. & Mrs. G. Gerrard, Mrs. J. K. Salter, Mr. H. F. Forster, Mrs. C. Smeeden, Mr. F. H. Buckingham, Mr. R. J. Housley, Mr. H. Dupont, Mr. P. Mungall, Mr. & Mrs. W. Shaw, Dr. O. Zdanovsky, Major Isler, Mr. J. E. O'Mahoney, Mr. W. B. T. Terry, Mr. J. Alghren. From Singapore, Mr. & Mrs. M. S. Van Hermet. From Bombay, Capt. Pekow, Mr. N. D. Hira.

WELL, MOTHER - YOU CAN'T GUESS WHAT I'M GOING TO BUY THIS WEEK.

I HAVEN'T THE SLIGHTEST IDEA

AN AUTOMOBILE

NOW, HENRY, YOU KNOW WE CAN'T AFFORD IT - SIMPLY IMPOSSIBLE!

IMPOSSIBLE NOTHING! WE CAN SAVE ON OTHER THINGS, SUCH AS MOVIES, FRINSTANCE.

DON'T ARGUE WITH ME - I'M AGAINST SUCH AN IDEA!

JUST THINK OF THE CHILDREN - THEY WOULD GET WORLDS OF GOOD FROM IT - NOW LISTEN!

AW, MOM, WE WANNA AUTO.

PLEASE MOM.

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Death.

SANCHES.—At No. 4, Lyndemont Villas, Kow'oon, on the 11th inst., at 5.25 p.m. Albina da Silva Sanches (relict of the late Francisco Volney Sanches) aged 86 years. Macao and Shanghai papers please copy. The Funeral Cortege will pass the monument to-day, at 6.30 p.m.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 12, 1921.

PEACE IN THE PACIFIC

In spite of the fact that there have been contradictory statements in connection with the overtures now taking place between Great Britain, America and Japan on the Pacific question, there is, judging by the latest cables to hand, room for great hopefulness of a settlement. It was reported yesterday that President Harding has issued definite invitations to Britain, France, Italy and Japan to participate in a conference at Washington on the disarmaments question and that, as this matter has a close relation to the Pacific and Far Eastern problem, the Powers should strive for a solution of the latter as giving room for the enunciation of principles and policies generally. Such an invitation will, we hope, be accepted by all and there will be a general agreement with Mr. Lloyd George in his confidence that beneficial results will follow Mr. Harding's step. The Premier made a statement in the House of Commons on the whole matter yesterday, and his frank statement, reported in to-day's cables, will doubtless be hailed with satisfaction by all parties.

What we should here like to point out is the position of China in this matter. The other Powers have been rather inclined to leave China out in the cold. Even when she has been called in it has been done in a spirit of generosity. Seeing that China is more interested in the peace of the Pacific than any other nation it is only fair and just that her side of the case should be heard and apprehended. In the matter of the Anglo-Japanese Alliance our Chinese friends have felt it something of a slight that the views of China were not officially called for. As Dr. Wu Ting-fang, China's "Grand Old Man" of foreign affairs, so recently said, China must be given a chance to come into the world of international politics on a basis of equality with the other nations of the Orient, especially when the peace of the Orient is at stake. However good intentioned other countries may be towards her, China has the right to say what she feels—to say it herself and not have it said for her by others. We are, therefore, particularly pleased that President Harding has included China in his list of countries whose representatives should form the Conference for the possession of a direct voice at a round-table gathering will not only be a recognition of China's right but will do much to cleanse the native mind of the opinion that other countries of the world are loth to give China what should be hers.

Whether the forthcoming conference will in any way interfere with the question of the Anglo-Japanese Alliance remains to be seen, but it would be a triumph of international diplomacy for Mr. Harding if, out of it, could come a real understanding between all the Powers concerning Pacific affairs. It has been rightly said that the Far East will be the centre of any future misunderstandings, for, in addition to the normal conflicting interests of the several countries interested therein, there is the question of race and colour on which so much discord has been built in the past. The world has just passed through one big war and has seen enough of the misery that follows without desiring another. There is a great moral duty imposed on all the participants in the forthcoming conference to find a basis of common understanding.

NOTES & COMMENTS.

Abnormal Temperature.

A heat-wave has overtaken the United States, and, as it is aggravated by humidity, residents in this Colony can readily feel sympathy. There is something droll about the picture of children in bathing-suits flocking to the fire-brigade stations to receive an impromptu shower-bath through the medium of the hose. Unhappily, the heat-wave has been attended by a tragic side, the abnormal temperature having caused death and insanity. In the Old Country, too, people are having a sultry time, the thermometer having soared to 90 deg., which is higher than we have so far experienced here this summer. To add to the trying conditions, a water scarcity is threatened. A later cable upsurges us that similar conditions are prevailing in France. It never rains but it pours, and just now, to invert the adage, the sun never shines but it blazes.

A Modern Methuselah

Not very long ago it was considered quite remarkable to hear of a person reaching a hundred years of age. In these latter days, whether because such cases are much more numerous or because of greater publicity, it is an even chance that you read of somebody with three figures to his or her credit every time you take up a newspaper. Not unless the modern Methuselah gets well over the century does he arrest attention. Such a case is recorded by the *Times* correspondent at Constantinople, who states that there dwells in the Turkish capital a Kurd named Zorah claiming to be 146 years of age. It is alleged that Zorah came from Trebizond to Constantinople when 37 years old, and that he can remember the slaughter of the Janissaries taking place a few years later. Seeing that this event occurred nearly a hundred years ago, the recollection, if it could be authenticated, would go a long way towards confirming the aged one's claim. As it is, the claim must be taken upon trust, if at all. It has been noted by travellers that Islamic races of the desert enjoy remarkable longevity, owing largely, it is supposed, to the dryness of the atmosphere; but unfortunately there are no definite records. In regard to the case reported from Constantinople, however, one or two queries arise on the calculations of the *Times* correspondent, who gives the centenarian's natal year as 1191 and arrives at the age of 146 by taking 1337 as the present year of the Islamic calendar, which dates from the Hegira, or flight of the Prophet. Now Mahomet quitted Mecca on September 13, 622, which would make 1921 A.D. the year 1299 of the Hegira. According to this, the age of the Kurdish ancient, born in 1191, is reduced to 108. The Islamic calendar, however, was revised by the Caliph Omar, who made the starting-point to correspond with 640 A.D., which makes the present year to be 1286 of the Hegira, bringing the Kurdish patriarch's age down to 95. As the problem is complicated by the difference between Islam's secular and sacred years, we leave the adjustment to readers with a penchant for such points.

The Eclipse of an Idol.

This is not "the twilight of the idols" in Germany but their night, if we may judge by the fate of the once-celebrated Hindenburg statue. In the early days of the war patriotic fervour surged so actively through the Teutonic breast that a vent was provided for it in the shape of a wooden effigy of the field-marshal, into which the sons and daughters of Germany sped nails at so much a head. It was a profitable business for the war charities, even if this patriotic pastime was not practised quite so extensively as Berlin bulletins of those days led the reader to suppose; it appears that the statue was never entirely covered with its curious coat of Mail. Nevertheless, two "sculptors" contested in the courts the distinction of having created this freak. And now, after being allowed to fall into obscurity, it casually transpires that the statue has been offered for firewood! Does this signify that Germany has really finished with the war-cult, or that she wishes to forget her defeat? As to Hindenburg himself, the difference in his treatment since the days of his apotheosis must be almost without parallel, astonishing as are the examples of change of fortune that history affords.

DAY BY DAY.

YOU CAN NEVER PLAN THE FUTURE BY THE PAST.—BURKE.

Yesterday one fresh case of plague and one case of enteric was reported.

Yesterday a Chinese shopkeeper entrusted his foki with \$1.148 to pay to Messrs. Alex. Ross and Co. on a bill. The foki has not returned nor paid the money in.

Last week's health return shows that there were five cases of plague (four fatal), three cases of diphtheria (one fatal), one fatal case of spotted fever and one non-fatal case of enteric. Two Chinese died from influenza.

There are only four cases down for hearing at this month's Criminal Sessions. Wu Sun and Lau Hing alias Lau Hoi are each charged with armed robbery and Fung Pang and Ip Kam Piu are both charged with cutting and wounding.

Mr. Orme sentenced a Chinese to three months' hard labour to-day for snatching a silver watch and chain and a penknife from a Japanese in Praya East at 8 o'clock last night. The defendant said that another man passed these on to him. The Magistrate said he should know that it was unlawful to take stolen things.

We wish to point out that the riot of Chinese coolies at the coal mines at Bukit Assam, in the Palembang region, reported by our Singapore correspondent yesterday, was not in the F. M. S. as we stated. Palembang is in Sumatra. We were willing to confess our error in geography in this instance.—Ed. H.K.T.

Music lovers in Hongkong who remember the visit of M. L. Podolsky and Miss Mira Mitrova will be interested to learn that the famous pianist, in company with Miss Anna El-Tour, the famous Russian vocalist, will be visiting Hongkong sometime during September. These two artists are at present touring Java and intend to travel to America by way of Singapore, Manila, Hongkong, Shanghai and Japan.

Coincident with the ultimatum sent to employers by the Painters Guild of Hongkong, the members of the Milk Vendors Guild have also sent in a similar demand for an increase of pay. An increase of 35 per cent. has been asked for, and a time limit for the grant of such a concession has been set. The employers have not replied to the Milk Vendors Guild, and there is talk of a strike on August 1st (1st day of the 7th moon) if the demands are not conceded. It is anticipated that in the event of an increase being given, the price of milk sold by native shops will be increased, possibly to the same rate as fixed by the Dairy Farm Company.

STOWAWAYS.

Blue Funnel Boat Held Up.

Mr. G. G. N. Tinson appeared this morning in the Magistracy to prosecute three Chinese who tried to get away to Singapore as stowaways on the *Euryalus*. The ship had already left the wharf when the information was received that there were stowaways on board, and she had to be anchored in midstream. The Police came on board and found the men in one of the bunkers. Mr. Tinson asked the Magistrate to inflict a heavy penalty, and mentioned that the anchoring of the vessel in midstream had caused the Company a loss. There had been a lot of trouble lately with stowaways to Singapore. They were seldom arrested at the port of embarkation but at the destination. Had they been arrested at Singapore it would have meant that the Company would have had to bring them back to Hongkong.

Inspector Spear said it was the second case in which stowaways from Hongkong to Singapore were arrested. There appeared to be a syndicate to smuggle men into Singapore.

The Magistrate sentenced the men to one month's hard labour each.

SINGAPORE STRIKE.

Wood Sawyers Out.

(From Our Own Correspondent.)
Singapore, July 12.
Over 1,000 sawyers are striking against a twenty per cent. reduction in the piecework cutting pay. Work has been at a standstill for a week. Negotiations for a settlement are proceeding.

THE RUBBER SITUATION.

A Firmer Market.

(From Our Own Correspondent.)
Singapore, July 12.
A Pulau Bulang shareholder suggests a meeting to consider measures to prevent the liquidation, and the raising of money to pay the debenture interest. The rubber market is firm, being 26 to 27 cents per pound as compared with 23 to 24 cents a week ago. There is substantial buying from Germany.

PROMISSORY NOTE CASE.

A Question of Interpretation.

The way in which a Chinese promissory note should be read was the point at issue in a case before Mr. Justice Wood in the Summary Court this morning. The case was one in which \$300 was involved, the money being three instalments due under a Chinese promissory note. The defendant was the guarantor. His Lordship read the note and said he took it as meaning that commencing from the date of the note the sum of \$100 must be paid every four months, and if not paid then interest must be paid at the rate of \$1 per \$100 per day. His Lordship did not think that there had been any default merely by failure to pay the instalments. Failure to pay instalments amounted to a liability to pay interest and he read it that was the only liability.

Mr. C. F. Mason, for defendant, said the guarantor did not guarantee the payment of the instalments or the interest; he guaranteed to pay the amount when the note fell due, which was nine years and eight months from the date of the note.

His Lordship said the loan was \$2,900 and the undertaking of the person who signed the note was to repay that sum of money by a definite date—nine years and eight months ahead of the date of signature. The promisor had promised to pay instalments, but he had stipulated a penalty for breach of that part of the promise.

Mr. F. E. Nash, for plaintiff, did not accept that interpretation of the note. He contended that the three items in the note should be read separately. The money had to be paid once every four months and he submitted that the guarantor guaranteed that payment. The paragraph relating to the interest should not be read with the first paragraph relating to the instalments. The third paragraph was just an explanation that the money had to be paid at the end of the nine years and eight months.

His Lordship put a different interpretation on the note and gave judgment for defendant, with costs.

THE PEAK ESCAPE.

Europeans Fined.

In the case of two Europeans who were charged yesterday before Mr. Lindell with the larceny of a Decca gramophone and some records, the charge this morning was altered into one of obtaining beer at the Naval Officers' Sanatorium under false pretences.

L.C. Le Roy, the master-at-arms of H.M.S. *Carlisle*, gave evidence to the effect that the defendants were not members of the *Carlisle* crew.

The bar boy gave evidence of a similar character as that given by him yesterday. He produced two cheques signed by the first defendant in the name of "George Jones." The second defendant signed a cheque in the name of "Ah Hood."

The second defendant said he was employed at Jardine's. He had just left the hospital.

The Magistrate fined him \$20 or 10 days, and fined the first defendant \$50 or three weeks, because he signed a false name.

THE FIGHTING.

Cantonese Suffer in The North.

Our Canton correspondent writes us as follows regarding the fighting between the two Kwang: "Owing to the whole of the 2nd Division having been dispatched to the front, the 1st Division, which is at present on the north river has been ordered to assume the defensive on that front, and send detachments back to Canton as a precaution against emergencies. The 3rd battalion of that Division has arrived and has taken up the duties of guards at the Arsenal."

Gen. Chan King-ming has decided to suppress the mutinous Yunnan troops in Luichow, before attacking the Kwang troops in Yanchow and Linchow. Commander Tung in Hoihow has been ordered to take the offensive, and the gunboat Kwong Yek has been ordered to tow junk loads of troops over to Luichow.

A private report from the north front states the Cantonese troops there have suffered heavy loss, and, with about 700 wounded soldiers, are on their way back to Canton. The 3rd regiment of the 2nd division has been transferred from Swatow to the north as reinforcements.

Tung Hang, the commander of the 1st division in the north, has returned to Canton and was met by a number of important persons. It is said that he will not go to the north again, but keep guard on the capital city.

Strict precautions are being taken along the Tigris forts, searchlights playing the whole night. It is said that such measures are not taken against the fear of warships from outside, but against the naval squadron in Canton, whose crews, owing to heavy arrears of pay have shown a dissatisfied attitude.

We take the following from the *Canton Times*—By order of Gen. Chan King-ming, Commander-in-Chief of the Cantonese Army, there is now a rapid movement of troops in every section and it is believed that he is now preparing for a general onslaught on Nan Ning, the lair of Warlord Luk Wing-ting, to deal the fatal

blow that will end the career of the Warlord and his militarists who have been obstructing the progress of the Southwest for so long.

BANK OF CANTON.

A Flourishing Concern.

Rumours, which had their origin in Shanghai to the effect that the unstable position of the Banque Industrielle de Chine had likewise involved the Bank of Canton, on account of certain deposits placed by the latter with the French bank, were disproved by the Sub-Manager of the Bank of Canton in an interview with a representative of the *Telegraph* this morning.

The extent of the Bank of Canton's deposits in current account with the local branch of the Industrielle Bank, he says, amounts to only only \$300,000, and though hopes of a recovery of at least a portion of this sum are not entirely without grounds, in view of the improved prospects, an eventual loss could well be covered by the extraordinary profits the Bank of Canton have been making, and which for the past year amounted to well over \$1,300,000. Though the books have not yet been audited, there is every reason to believe that the profits for the first half of the current financial year have been just as large, amounting to at least half a million dollars in fact.

THE OLD STYLE OF CEMENT BIPOCALS

with their disfiguring and annoying dividing line has been supplanted by a new lens with two foci called Kryptok invisible bifocal lens. The upper portion of the glass for distance and the lower for reading, ground from one single piece of glass. The Hongkong Optical Co., Successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical manufacturing establishment in the Colony—located in 53, Queen's Road Central, manufacture this kind of invisible bifocal lens on all prescriptions in either regular or Toric forms.

Between Ourselves

By Robt. MacWhirter.

In Hongkong during the war, there were a lot of things we never missed. There were one or two things we did miss and which would have done us a lot of good to have had our share. Sugar and butter we had oodles of and a nice fat shoulder of mutton was always ours for the mere writing in the comrade's book. As for booze, we had the exception of an occasional rationing of square-face, Wilhelm may as well have never rattled the sabre. Matches and tobacco were ours for the sending for. One Christmas, Janet couldn't get currants for a pudding and we had to put up with treacle instead but taking it by and large if it hadn't been for the extra work the house boys had pulling through rusty rifle bores and polishing buttons and the occasional Reuterisms about trenches changing hands in Flanders, democracy might have been safe enough for all time as far as we knew to the contrary.

As a result we never acquired the queue habit. Since John has discarded his, even newspaper men nowadays boggle at the mere spelling of the word. But that's no the queue I mean.

I never knew what a queue really meant till I got home last year. And that wasn't the only thing I got first hand experience of either, mind I'm telling ye. When Janet first took out her wee box w' the sugar in it, right in the middle of the Maison Lyon, I felt very uncomfortable. When I tried to wax facetious w' peroxide waitresses over the few granulated grains served w' a full grown meal, I was brought up w' a round turn by the unspoken question in their eyes:—

"And where may you have been during the Great war, Mr. Smarty?" And no wonder, for I was late in the field. For years they had been retorting to lounge lizards on the same subject and I was a mere tyro at the game of rationing repartee. W' butter it was the same. When there was none, there was margarine to grease the internals, and when there was none o' that, you just had to do without. Writing to *The Times* didn't do any good even if ye signed yourself "Pro Bono Publico." Ye would have had no more chance of butter on a butterless day if ye had gotten power to sign per procurator for the Deity.

And then there were the times that ye felt just like a wee hauf and couldn't get even the smell of a wet cork. Aye, it's a sore subject laddie, money to burn—that is, figuratively, of course,—a whistle as dry as a lime kiln and no a lick for maybe four hours after. Aye, war's an awfu' thing when ye seriously come to think of it.

But as old Samson said, or maybe it was Jonah, I forget which, (but Mr. Adversarius'll correct me if I'm wrong) aye, as the biblical bloke said:—"Out of the strong came forth sweetness." And sure enough out of the strength of the law came forth a little thing, sweet reasonableness itself. And such was evidenced all over the land in the queue, No matter what was on, or when, wherever crowds assembled whether to go by rail, tram or bus, folks fell quietly into line without regulation from anybody and perfect orderliness prevailed.

Now it's a thousand pities that the queue is one of the legacies the war never left us here in Hongkong. Just the other night I saw the evidence of this at the Ferry on the Kowloon side. Before the boat was well across, a bunch of young fellows hung round the gangway, and then after it was let down they made a wild rush for the rickshaws. No content w' waiting their turn under the verandah they needs must run across into the coolie shelter and start climbing into the rickshaws there, w' the result that the flow of vehicles was impeded and the Indian constable nearly sent off his head. By and by after the strong arm gang had secured their chariots, the supply gave out and the women-folks had either to cool their heels for a bit or kilt up their skirts and wade home.

Now if we had had the queue habit such would never have happened. Our police are a demi-gods, even if they do get medals dished out to them at regular intervals. But when ye come to think of it, a lot of their work might become unnecessary if folks would only act rationally. Maybe if a few experimental queues were formed at some of our public places for a start the desirable end would be reached in time. As it is, in this respect, it's to be regretted now that we were so well off during the war otherwise we might be better behaved in a public way to-day.

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ON THE WATERFRONT.

Lok Sang In Typhoon.

Reporting damage to her steering gear the Indo-China Steam Navigation Company's steamer Lok Sang is now in port after having experienced the full force of a typhoon in the Gulf of Hainan last week. The log-book of the Lok Sang made interesting reading when seen this morning by a *Telegraph* reporter.

The Lok Sang, of 970 tons register, Capt. Clement J. Mattock in command, sailed from Haiphong on Tuesday morning last at 10 o'clock for Hongkong with a cargo of rice and a few coolies as passengers. At the time of departure from Haiphong typhoon signals were hoisted reporting the typhoon a long way off in the Philippines, but the ship's barometer was normal. The weather encountered by the Lok Sang was ordinary until 7 o'clock on the next morning (Wednesday) when the barometer started to fall and the wind to freshen at an alarming rate. Seeing no chance of making port before being overtaken by the typhoon, Capt. Mattock decided to make for shelter under the lee of the land at Cape Kami. The Lok Sang anchored off the cape shortly after noon on Wednesday. Since earlier in the morning the barometer was falling steadily and all the time the wind was freshening to a gale. At 10.40 o'clock on Wednesday night the wind veered to the north-east. The position of shelter of the Lok Sang at once became one of considerable danger with the gale striking down upon the vessel, which was now to windward of Cape Kami. Anchor was weighed and the steamer made for the west side of the cape to seek refuge from the terrific squall. Huge seas were continually being shipped fore and aft and the vessel was rolling to the gunwales. At 3.30 o'clock on Thursday morning the wind fell considerably and there was a lull, comparatively speaking, for one hour. Then it suddenly changed in direction and blew from south-south-east. It increased in fury and quickly reached the force of a whole gale. The Lok Sang was being badly buffeted, but she was holding her own.

For two and a half hours the Lok Sang was fighting for safety in almost the centre of the northern part of the typhoon and so far only minor damage had been done. At 6 o'clock on Thursday morning the first serious mishap occurred. The steering gear jambed aft. Officers and crew worked at repairs to the steering gear under great difficulties, being almost swept off their feet by the great seas washing on board. While they were clearing away some tackle holding the quadrant in position it was carried away by the heavy rolling of the ship, smashing the bracket at the rudder-head and nuts for the hand steering gear. Three hours later temporary repairs had been effected to the steering gear after a most arduous time. The ship was then kept moving on a zigzag course under the cape waiting for the weather to moderate. The lowest barometer reading was at 4 a.m. on Thursday, when it stood at 29.03. From then on it raised rapidly and in the afternoon the wind had started to moderate. At 3 p.m. the barometer had increased to 29.53 and the typhoon had moderated to a fresh gale. A course was then set for Hoikow, the wind decreasing in velocity and the sea subsiding throughout. At midnight the Lok Sang dropped anchor in Hoikow harbour for the night and in the morning came to Hongkong, arriving here on Saturday. Other damage done to the vessel was to the woodwork, railings and canvas awnings. Repairs are now being

carried out on the vessel in the harbour. She will be ready to sail again on Friday.

Australian Steamer Arrives.

The Australian and Oriental Line steamer Changsha arrived at Hongkong yesterday afternoon from Sydney and the usual wayports. Leaving Sydney on June 18 the vessel encountered fine weather throughout the passage. Passengers for this port numbered 95, as follows:—eight first-cabin, 15 second-cabin and 72 steerage. The cargo for discharge here comprises 500 tons of general lines, including 74 tons of frozen beef and mutton.

Capt. F. C. Gambrell did not bring the Changsha north this trip. He is on holiday leave in Australia and his command was taken by Capt. A. M. Frame, chief officer to Capt. Gambrell. The Changsha will sail on the return journey to Sydney on Friday afternoon next.

Travelling Abroad.

Mr. E. J. Grist, of Hongkong, sailed today on the Kashima Maru for Victoria.

Mr. Walter U. Lum, of the China Mail Steamship Company, returned to Hongkong today on the steamer Nile from Singapore.

Rev. Dr. T. W. Pearce, of the London Missionary Society, will leave Hongkong tomorrow on the steamer Empress of Japan.

Capt. and Mrs. S. V. Constant will be passengers to Shanghai on the steamer Empress of Japan, which sails tomorrow.

Mrs. E. O. Murphy and her two children, of Empress Lodge, will leave the Colony on the steamer Empress of Japan, which sails tomorrow for Vancouver.

Sir Osney F. L. Wheeler-Cuffe, accompanied by Lady Wheeler-Cuffe, will leave Hongkong tomorrow on the steamer Empress of Japan for Vancouver. Sir Wheeler-Cuffe, who is superintending engineer to the Public Works Dept., Burma, has been in Hongkong several weeks.

Kaifong Safe.

News of the arrival of the China Navigation Company's steamer Kaifong at Haiphong yesterday was received by Messrs. Butterfield & Swire this morning. The report of the vessel's safety came as welcome news and set at rest a little apprehension that was felt in shipping circles at Hongkong for the well-being of Kaifong on account of her protracted voyage during the typhoon that the steamer Lok Sang experienced.

The Kaifong sailed from Hongkong on the morning of July 3 for Haiphong, via Hoikow and Pakhoi, a voyage, which in good weather is made in three days. The Kaifong arrived at her destination yesterday morning, about three days later than her usual time. She had a big cargo for the first two ports and it is presumed that on account of the typhoon her discharge was hampered, which would delay her in port and that she had to seek shelter en route. No damage was reported to have occurred on the vessel.

Kashima Maru Sails.

Punctually at 11 o'clock this morning the N.Y.K. steamer Kashima Maru sailed for Seattle, via Japanese ports. She carries 40 cabin and 50 steerage passengers, in addition to 1,900 tons of general merchandise. In Japanese waters the Kashima Maru will call at two tea ports in addition to her regular ports to load quantities of that product for America and Canada.

Being Overhauled.

The steamers Kansu and Taming of the China Navigation Company's fleet are at present in Taikoo dock undergoing their annual overhaul. They will be out of commission for about two weeks.

The Indo-China Steam Navigation Company's steamer Yuen-

VAGRANT ALSATIAN.

German or French?

Frederick Dreinghou, aged 22, a native of Strasburg, was brought up this morning before Mr. R.E. Lindsell on the charge of vagrancy. He was said to have come from Ge. ca. He had just served fourteen days for being a stowaway, and had no effects except what he had on, namely a shirt and a pair of trousers.

The prosecuting police officer said it was not known whether the defendant was German or French.

The Magistrate: He has a Russian name.

The police officer explained that the defendant was a German before the war.

The defendant: My father was a German and my mother French, and so I am either German nor French.

When it was explained to the Magistrate that the defendant would be going back to Europe on the 20th, the Magistrate remanded him to the House of Detention until that day.

LANDLORD FINED.

Architect's Responsibility.

Mr. R.S. Vergette, of the P.W.D., prosecuted a Chinese landlord, in Mr. R.E. Lindsell's Court today with departing from the approved plan of the building to be constructed. He said that the plans showed the walls to be built of bricks, instead of which stone work was used. Stone work out here was very poor.

Mr. Caer Clark: It is really my fault. The builder is in this position. I knew the walls were built of stones and intended to inform the Building Authority, but I forgot about it. We have a perfect right to do it provided we let the Building Authority know about it.

The Magistrate: Apparently the architect wished to assume responsibility?

Mr. Vergette: We are summoning the owner.

The Magistrate: After all, the owner is in the hands of the architect in a matter of this kind. The owner was fined \$10.

CHOLERA IN HONAM.

A Serious Outbreak.

During the past week many cases of cholera were reported in Honam and the people in the surrounding districts are greatly alarmed. Unless the Department of Health takes immediate steps to have the epidemic stamped out at once, it is feared that the epidemic will spread not only all over Honam but also in Canton proper. It is reported that a certain family in one of the best residential districts in Honam has been visited with cholera and of the eight persons in the family, three have died, two are dying and the remaining three are under hospital care.

The epidemic is most serious in Wong Nai Kong, Lung Mei Do and Chang Chun Yuen villages, three of the most densely populated districts in Honam Island.—*Canton Times*.

sang, of the Manila service, is off that run for two trips to allow for annual overhaul of the vessel to be gone on with. The Wing-sang is taking her place and will make one more trip to Manila before the Yuensang will re-enter the trade.

Glenshane In Port.

The Glen Line steamer Glenshane arrived at Hongkong this morning with a good cargo from London. She cleared the Thames on May 25 and has on board 3500 tons of general cargo for Far Eastern ports, 1,100 tons of which is for discharge at Hongkong.

Detained.

The Japanese steamer Shokiku Maru No. 2 is detained in port with boiler trouble. She was to have sailed this morning for Tamsui, Formosa, but at the last minute one of her boilers developed a defect.

Nile Arrives.

The China Mail Steamship Company's steamer Nile arrived at noon today from Singapore. Her departure for San Francisco has been fixed for Sunday next at noon, two days later than the original date of sailing. While in port at Hongkong the Nile will go into drydock at Kowloon to have her tailshaft drawn, the cause of the delay.

DAIRY FARM NEWS.

Just received ex S.S. "Glenluce" direct from the Scottish Fisheries:—

Fillets	...	80 cents per lb.
Haddocks	...	70 " " "
Kippers	...	60 " " "
Red	...	30 " " "

CHEESE

Gruyere	...	\$1.30 per lb.
Gouda (Full Cream)	...	1.25 " "
Edam	...	3.50 " Ball

THE DAIRY FARM, ICE & COLD STORAGE CO. LTD.

A Cheap Lamp is an Expensive Light



FRIDAY, July 15th!

Keep this date free

for

CHEFALO & PALERMO

AT

WO PING THEATRE.

ORPEN'S "CHEF" NOT FOR CHANTREY BEQUEST.

Artist Presents Work to Royal Academy.

Sir William Orpen's "Le Chef"—one of the successes of this year's Royal Academy exhibition—is not to be purchased for the Chantry Bequest.

The Council found, "to their regret that the oil painting 'Le Chef' is not strictly eligible," and Sir William has accordingly presented the picture to the Royal Academy as his diploma work. Although he has been an R.A. elect for more than two years, he was so far unrepresented in the Diploma Gallery of the Academy.

PRESERVED FOR THE PUBLIC.

The ultimate fate of "Le Chef" had been the subject of speculation for some weeks. It was provisionally selected for purchase under the terms of the Chantry Bequest by the council, who, following their usual precedent as dictated by the terms of the Chantry will, immediately take steps to ascertain whether it fulfilled the essential condition laid down to the effect that the picture must have been painted within the British Isles.

At the time when the question of eligibility arose, our Paris Correspondent interviewed the chef at the Hotel Chatham—the subject of the now famous portrait—and was informed by him that he had given sittings to Sir William, who has a studio in the French capital. The decision of the Council of the Royal Academy has confirmed the impression that the picture was painted abroad.

Fortunately, Sir William's action in presenting the painting to the Diploma Gallery has preserved this undeniably attractive and distinctive work to the public.

FLASHES FROM THE U.S.

A Scottish scientist predicts that the world finally will be managed by big lizards walking on their hind legs; and yet they say that Scotland is going dry.—*Columbus (S. C.) Record*.

You can't expect the dove to settle down when the riveters keep up such a din on new battleships.—*Pueblo Star-Journal*.

A French writer says the French are still eating war bread; and their attitude indicates that there is something in diet after all.—*Kingston (Ontario) Whig*.

When we can no longer blame things on liquor or war's reaction, we may begin to suspect that human nature itself is a little faulty.—*New London Day*.

Germany is evidently more inclined to keep her money than her obligations.—*Norfolk Virginian-Pilot*.

Indications are that this will be an excellent year for the raising of everything except wages.—*Pasadena Post*.

When England meditates concerning her far-flung empire, she doubtless wishes that portions of it had been flung a little farther.—*San Diego Tribune*.

RAT REARED BY FERRET.

A ferret belonging to Mr. G. Corbin, of Guildford, is rearing a young rat with her litter of five young ferrets.

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in black and brown.
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in patent leather.

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BUCKSKIN
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CANVAS
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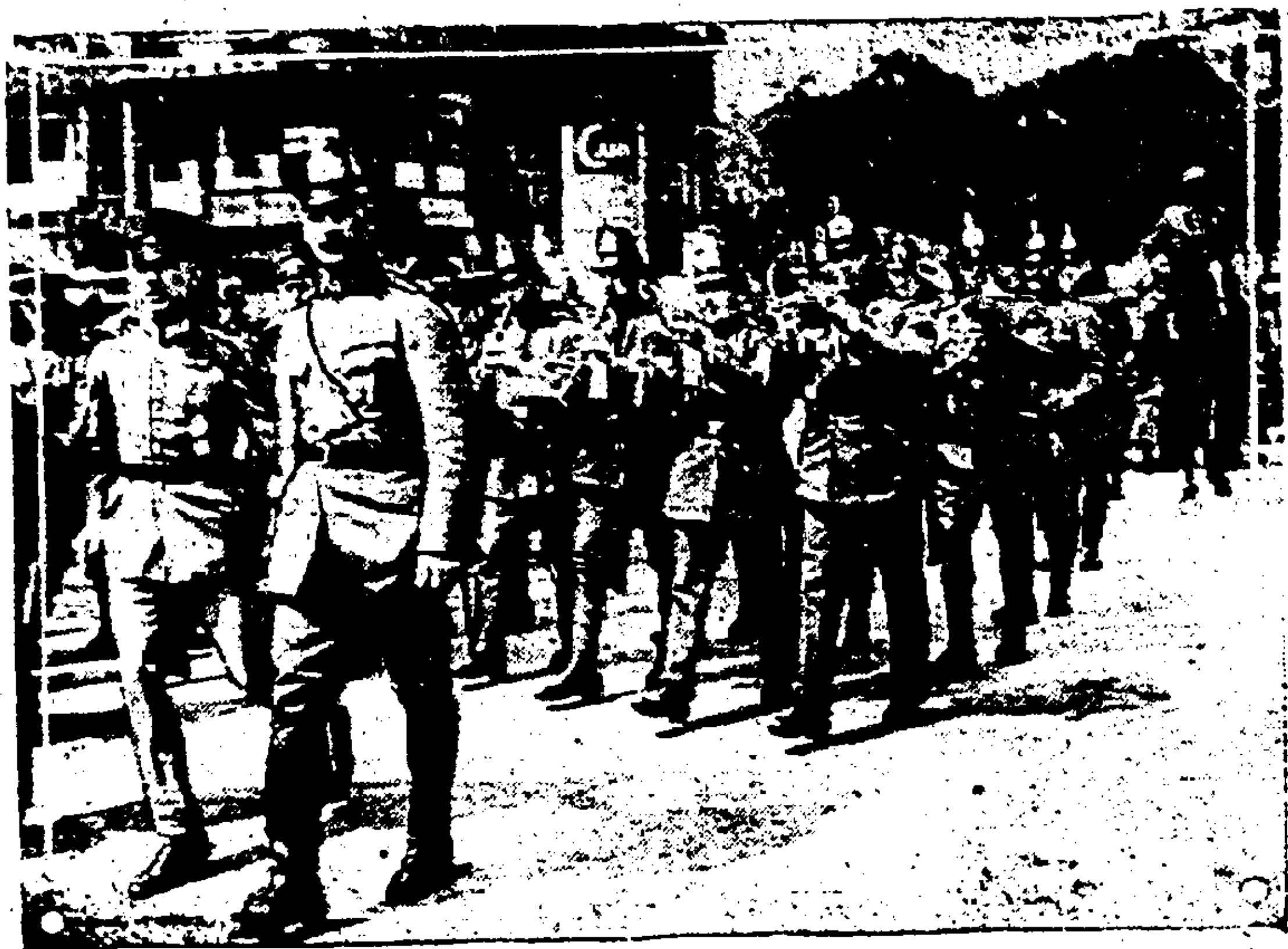
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CAMERA NEWS



REGIMENT OF SECURITY POLICE MARCHING TO STATION IN BERLIN TO ENTRAIN FOR UPPER SILESIA.

As German officials threatened to do, they have placed several regiments of security police in various sections of Upper Silesia to enforce Germany's claims to those sections and prevent revolts.



Three victims of the war between Sinn Fein and England are shown here. Lancelot Ashby and his wife (above) were shot in London when Sinn Fein carried the war to England. He was formerly a member of the British forces in Ireland. Miss W. F. Harrington, of Limerick, was shot from ambush in Tipperary, while riding with a British police inspector.



Admiral Sims acknowledging cheers of sailors at Liverpool.



Colonel George Harvey, U. S. Ambassador to Great Britain, at his first public appearance in London. Beside him is Mr. Lloyd George. The event was the Pilgrim Dinner.



Queen Victoria reviewing her regiment at Valladolid, Spain.



Willie Hunter, post office clerk, won the British amateur golf championship, recently at Hoylake.

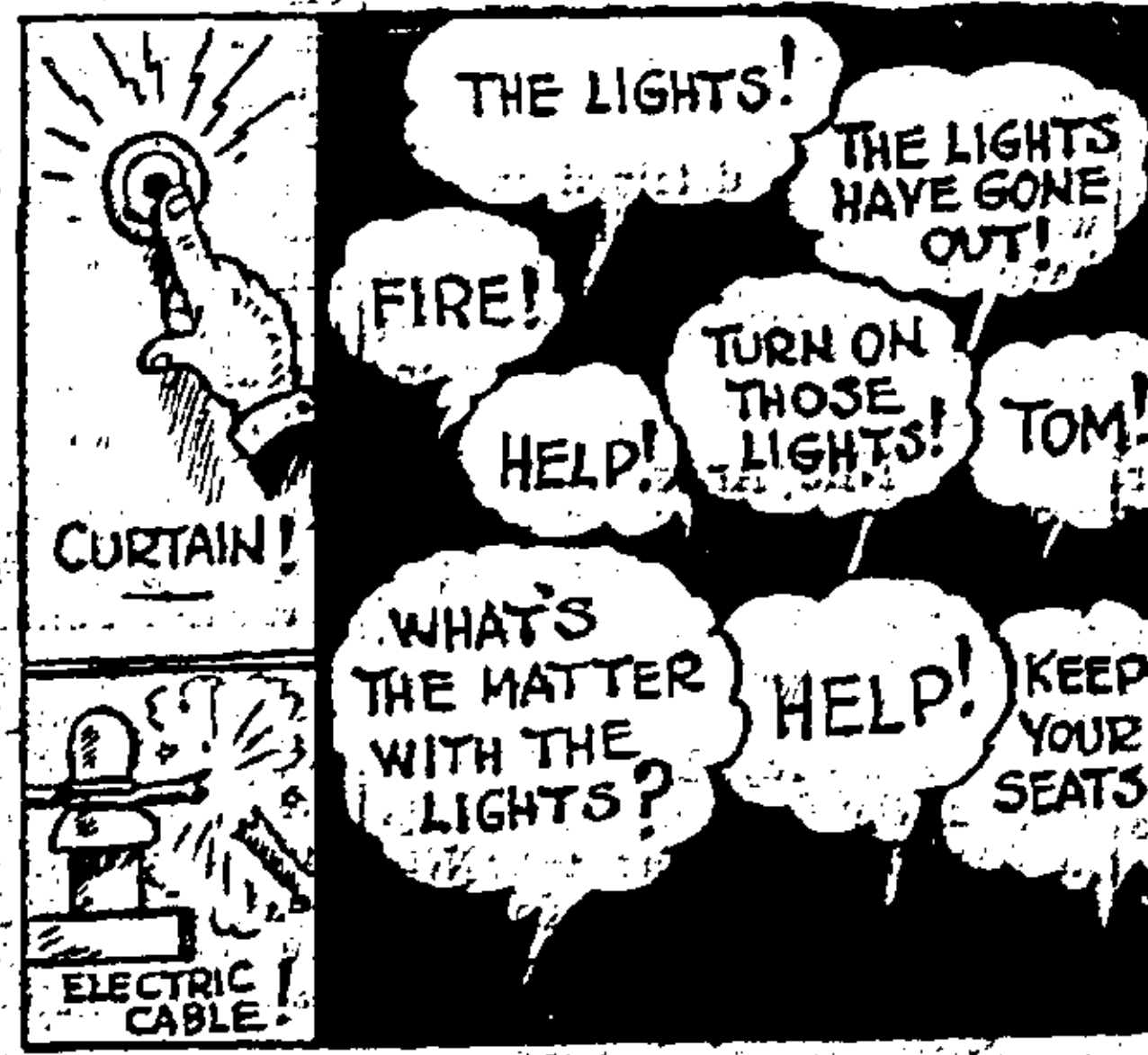


Recent elections in northern Ireland caused serious outbreaks in Belfast. Armoured car shown cleaning streets.

DOINGS OF THE DUFFS

Good Night!

BY ALLMAN



BANKS

HONGKONG, 17th May 1921. Manuscript

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Hongkong to England

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PACIFIC STEAMER	FROM HONGKONG	DATE	ATLANTIC STEAMER	FROM CANADA	DATE
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 8	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 13	Sept. 5	E. Britain	Sept. 10	Sept. 16
Monteagle	Sept. 23	Oct. 11	Medina	Sept. 23	Oct. 21
E. Asia	Sept. 23	Oct. 11	E. France	Oct. 13	Oct. 25
E. Japan	Oct. 13	Oct. 31	E. France	Oct. 13	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 25	Nov. 19	E. Britain	Nov. 20	Dec. 4

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping cars, Compartments & Drawing rooms.

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Steamer	Leave Hongkong	Arrive Seattle
SHINYO M.	22,000, July 16	20,000, Aug. 27
PERSIA M.	9,000, July 20	22,000, Sept. 9
TAIYO M.	22,000, Aug. 12	20,000, Sept. 10

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"WEST ISLIP" 15th July.

TO VANCOUVER & SEATTLE (via MANILA).

"WEST ISON" 20th Aug.

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S.S. "HIZUI MARU" on or about 21st July.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" on or about 21st July

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PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
SYRIA	7,000	27th July	M'les, London & Antwerp.
KALYAN	9,000	6th Aug.	M'les, London & Antwerp.
MANELA	7,300	19th Aug.	M'les, London & Antwerp.
KASHMIR	9,000	2nd Sept.	M'les, London & Antwerp.
KHYBER	9,000	16th Sept.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORRILLA	5,300	16th July	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th July	Melbourne via Thursday Island, Townsville, Brisbane and Sydney.
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SAILINGS TO SHANGHAI & JAPAN.

KALYAN	9,000	12 July 3 p.m.	Shanghai, Moji & Kobe.
MANELA	7,300	21st July	Shanghai & Japan.
ST. ALBANS	4,100	2nd Aug.	Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2 1/2 ft. x 1 1/2 ft. will be received at the Company's office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Vancouver via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUWA MARU Friday, 29th July, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 23rd Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU Wednesday, 3rd Aug. at 11 a.m.

ELEIST MARU Friday, 5th Aug. at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 19th July, at 11 a.m.

AKI MARU Tuesday, 16th Aug. at 11 a.m.

NEW YORK & HAVANA via PANAMA.

LYONS MARU Sunday, 14th Aug.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

WAKASA MARU Monday, 25th July.

CALCUTTA & RANGOON via Singapore & Penang.

MURORA MARU Thursday, 14th July.

RANGOON MARU Saturday, 3rd July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Saturday, 16th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU Monday, 11th July.

YOKOHAMA MARU (Kobe direct) Thursday, 14th July.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

K. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Shanghai	14th July	18th July	Java
Tjileboet	Java	16th July	20th July	Japan
Tjiluwong	Java	13th July	—	—
Hwah Hsin	—	25th July	29th July	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	26th July	2nd Aug.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK VIA SUEZ

S.S. "BOLTON CASTLE"

Sailing on or about 2nd August.

LYOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "CILICIA" Sailing on or about 10th August.

Cargo only.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

From Colombo for South African Ports.

S.S. "UMBUZI" Sailing about 31st July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1039

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	In Hongkong	15th July at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares for cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

Steamer	Sailing
LONDON, GLASGOW, ROTTERDAM	"City of Brisbane"
YAM & HAMBURG	—

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

Agents to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
S.S. "GLENSHANE"	12th July.
M.V. "GLENAMOY"	21st July.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENNAVY"	20th July.	GENOA, LONDON & HAMBURG
"GLENLUCE"	25th July.	LONDON, ROTTERDAM & HAMBURG
"GLENAMOY"	31st Aug.	GLASGOW, LONDON & ROTTERDAM
"GLENADE"	26th Sept.	GLASGOW & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3695

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on or about the 20th Aug.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Tel. 3207.

113, Cantonment Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SANDAKAN	Hiasang	Tues. 13th July at noon.
STRAITS & Calcutta	Namsang	Tues. 13th July at 3 p.m.
SHAI & T'au via S'ow	Walshing	Wed. 13th July at noon.
HAIPHONG via Hoihow	Loksang	Fri. 15th July at 8 a.m.
MANILA	Wingsang	Fri. 15th July at 3 p.m.
TIENTSIN	Cheongsang	Sun. 17th July at d'light.
KOBE & Shanghai	Chaksang	Sun. 17th July at d'light.
BANGKOK via Swatow	Mingsang	Tues. 19th July at 10 a.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS" both steamers having excellent passenger accommodation.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about Tuesday, 12th July, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & SINGAPORE	Hupoh	14th July at 10 a.m.
SHANGHAI	Sunning	14th July at noon.
SHANGHAI & TSINGTAO	Suiyang	16th July at 4 p.m.
H'HOW, PHOI & H'PHONG	Kailong	18th July at 9 a.m.
SHANGHAI & PEKOW	Sink'ia	19th July at noon.
SHANGHAI	Soochow	21st July at noon.
SHANGHAI & TSINGTAO	Chehan	23rd July at 4 p.m.
SHANGHAI & PEKOW	Szechuen	26th July at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidst ships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong July 12, 1921

Agents.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiching	A. H. Stewart	TUES., 12th July at 1 p.m.
Hailong	W. Couper	FRI., 15th July at 1 p.m.
Hailong	W. C. Pasmore	TUES., 19th July at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Macassar Maru" Sailing on or about 23th July.

FOR JAPAN.

Ports of call—Moji, Kobe, Osaka and Yokohama.

S.S. "Samarang Maru" Sailing on or about 17th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further particulars please apply to—

K. SUZUKI, Manager.

No 5, Queen's Road Central.

COMMERCIAL NEWS.

THE JAPANESE METAL MARKET.

Pointing out the dilemma the

Kobe metal importers are in, the

Kobe Shimbun states that there

are very few real consumers of

metals worthy of notice in Kobe

except the Kawasaki Shipbuilding

Yard, Kobe Steelworks, and Mitsui

bishi Shipbuilding Yard. Even

among these large consumers,

little business can be done in any-

thing but pig-iron. On the contrary

such is the condition that the

Kawasaki and Mitsubishi Ship-

building Yards are in a hurry to

sell their manufactured goods. As

regards zinc, copper etc., it is true

that there are incessant inquiries,

but they are merely for the pur-

chase of small lots. And, of

course, the Suzuki Shotan supplies

all the needs of the Kobe Steel-

works, with which it is closely

allied. During the war there was

prodigious activity in materials

for the construction of ships, as

well as other kinds of iron and

steel and metals generally but

this activity was succeeded

by depression after the

armistice. The Iwa and

Takata firms are the only ones

with offices for delivery here. The

Kohara, Shikawa, and Yusa

firms, which were at the height

of prosperity at one time, have

either suspended work, or closed

their doors altogether. Besides

the Suzuki firm, which has a sell-

ing office of its own in Osaka,

there are only the Mitsui and

Mitsubishi firms which are

actually continuing business.

GERMAN COTTON GOODS IN

EASTERN MARKETS.

Since last autumn, says the

Mainichi, German goods of var-

ious sorts have been invading the

South Seas and the Orient in

gradually increasing quantities,

imperiling the markets for Japa-

nese goods. In few cases Japa-

NOTICES.

Perfectly made from the choicest growths of old

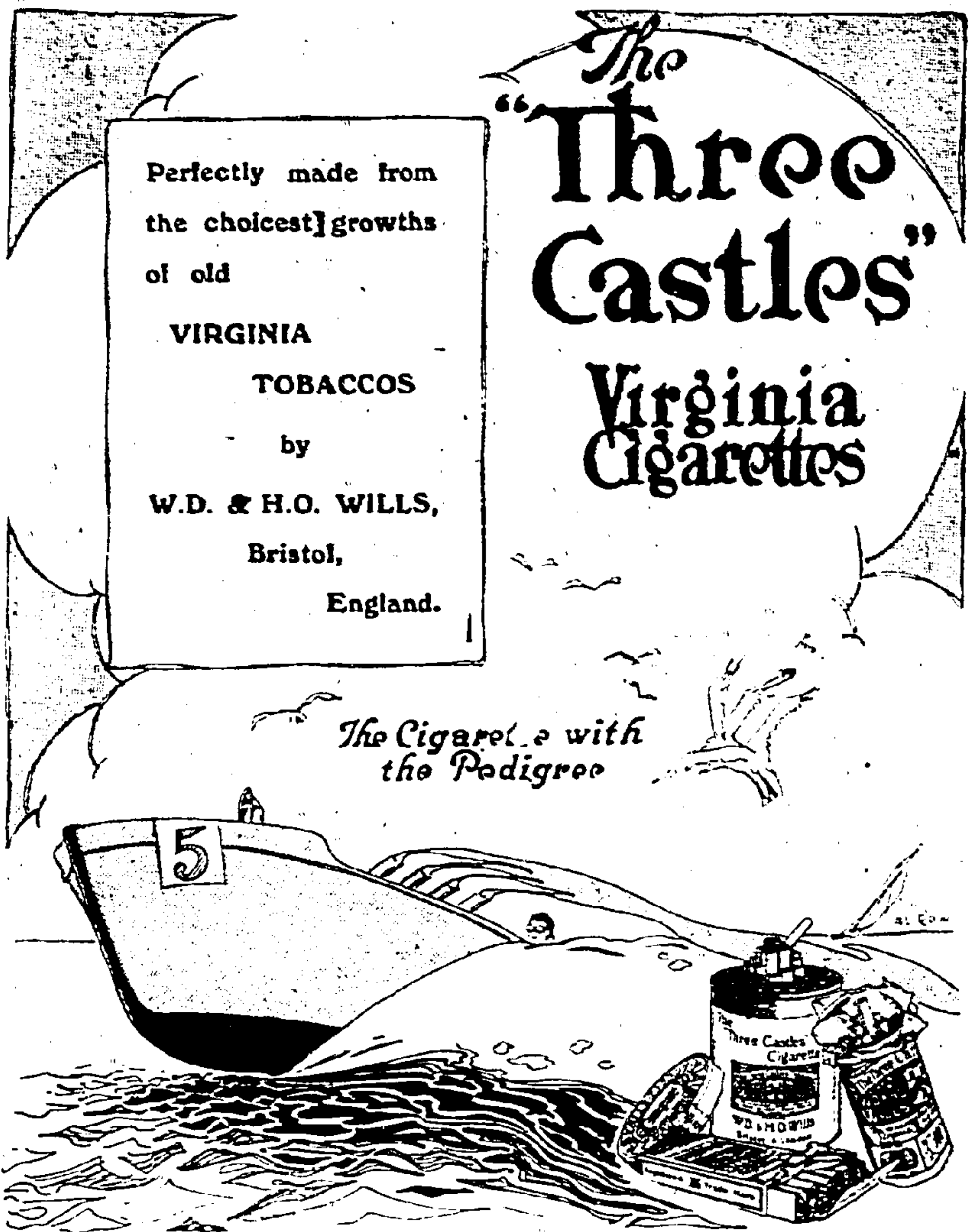
VIRGINIA TOBACCOS

by

W.D. & H.O. WILLS, Bristol, England.

The "Three Castles" Virginia Cigarettes

The Cigarette with the Pedigree



This advertisement is issued by the Proprietors, The Hongkong Hotel Co., Ltd.

WEATHER REPORT.

July 12d. 11h. 42m.—Pressure changes since yesterday are small at all reporting stations.

Gradients remain shallow over the southern portion of the map.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. Total since January 1st, 65.55 inches, against an average of 43.42 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast.
1 Hongkong to Gap Rock	Light southerly or variable winds; fine generally, some rain later.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. & Lamocks.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

T. F. CLAXTON, Director.
H.K. Observatory, July 12, 1921.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Suenchonghai, from Shanghai.
Kwonggangchong, from Tsing-tau.
Dailoy, from Shanghai.

METEOROLOGICAL.

Previous Day	on date.	on date.
at 2 p.m. at 4 a.m. at 10 p.m.		
Barometer	29.80	29.82 29.81
Temperature	86	78 86
Humidity	65	93 69
Wind Direction	S.E.	CALM S.W.
Wind Force	2	0 2
Weather	c	b c
Rain	0.24	0.00 0.00
Highest: open air		11th 86
Lowest: open air		12th 78
Temperature on the 12th		78

T. F. CLAXTON, Director.
H. K. Observatory, July 12.

Leongwcnhow 11 Hinghorn Road, from Shanghai.
Kwansangtung Chungkok Street Central, from Shanghai.
Sankabeng 82 Desvoeux Yailai-chang, from Amoy.
Lingiem No. 8 Caine Road, from Shanghai.
Yuwoochong, from Shanghai.

TH. KRING,
Superintendent.
Hongkong, July 7, 1921.

EASTERN EXTENSION AUSTRAL-ASTA & CHINA TELEGRAPH CO.

Chilco, from Macao.
Corrados Isolo, Peak Hotel, from Anticoli.
Helen Let, Passenger Kleist, from Londonpo.
Lebris Kleist, retransmitted from Singapore, from Nice.

M. E. F. AIREV,
Superintendent.
Hongkong, July 7, 1921.

EXCHANGE.

(Opening Rate: closing Rate on Page 1).

SELLING.	
1/T Shanghai	27 1/2
1/T Singapore	27 1/2
1/T Japan	101
1/T India	206 1/2
1/T San Francisco	48 1/2
1/T Java	151
1/T Marks	Nom.
1/T France	6 10
Demand, Paris	—

BUYING.

4 m/s. L/C	2.91
4 m/s. D/P	2.93
6 m/s. L/C	2.10
30 d/s. Sydney and Melbourne	2/11 1/2
30 d/s. San Francisco & New York	52
4 m/s. Marks	Nom.
4 m/s. France	6.70
6 m/s. France	6.90
Demand, Germany	51 1/2
Demand, New York	206 1/2
1/T Bombay	Nom.
Demand, Bombay	206 1/2
1/T Calcutta	Nom.
Demand, Calcutta	206 1/2
On Yokohama	101
Demand, Manila	108 1/2
Demand, Singapore	113 1/2
Demand, Batavia	151
On Haiphong	Nom.
On Saigon	79 1/2
On Bangkok	Nom. 7.40
Sovereign	49.80
Gold leaf per Tael	35 1/2
Bar Silver, ready	35 1/2
forward	35 1/2
Bank of England rates 6%	
New York/London	3.63 1/4

SUBSIDIARY COINS.

H'kong 50 ct. pieces	par.
10 "	1 1/2% dis.
Canton sub. coins	15.3% dis.

Hongkong July 12, 1921.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—

HONGKONG HOTEL

REPUSE BAY HOTEL

PENINSULA HOTEL (Kowloon)

HONGKONG HOTEL GARAGE

TOWN GARAGE & SHOW ROOMS RUSSELL STREET GARAGE

REPUSE BAY GARAGE

PROPRIETORS:

THE HONGKONG HOTEL CO., LTD.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.

Tel. 373.

Hotel LAUNCH MEETS ALL STEAMERS.
Telegraphic Address: "VICTORIA"
J. WITHELL, Manager.

THE PEAK HOTEL.

500 FEET ABOVE SEA LEVEL
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSLERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents
Are resident Managers.

GRAND HOTEL DE PEKIN

PEKING, CHINA.

Tel. Address: "GRAND HOTEL"
Peking.

CODES:
A.B.C. 5th Edition;
Bentleys & Liebers.

THE ONLY HOTEL DE-LUXE IN THE FAR EAST.

Afternoon dancing, daily.

Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.
Motor bus meets all trains.

L. M. MAILLE,
Manager.

RIVER LEVELS.

As a guide to skippers and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded	Lowest W. L. ever recorded	W. L. July 10	W. L. July 11	W. L. July 12
Wuchow, West River	+19.50	-2.42	—	—	—
Kongmoon, "	+14.70	-0.80	7.30	7.40	—
Linkonghow, North "	+57.00	0	12.60	10.00	—
Samshui, "	+27.25	-5.00	12.30	12.40	—
Shelkung, East "	+15.15	-0.98	5.25	4.56	—

TIDE TABLE.

11th to 17th July, 1921.

Day of Week	Day of Month	High Water Morn Time	Height	Low Water Evening	Mean Time	Height
Mon. 11	h. m.	2 22	4.8	h. m.	8 25	4.1
		5.56	5.5		8 25	3.9
Tues. 12	h. m.	3 19	5.0	h. m.	8 45	4.1
		3 18	4.9		8 45	3.9
Wed. 13	h. m.	4 17	5.2	h. m.	9 43	4.3
		4 17	4.4		9 43	4.1
Thur. 14	h. m.	5 11	5.6	h. m.	10 50	4.5
		5 11	4.1		10 50	4.3
Fri. 15	h. m.	6 07	6.0	h. m.	11 57	4.7
		6 07	5.2		11 56	4.5
Sat. 16	h. m.	6 33	6.5	h. m.	1 59	4.9
		6 37	5.7		1 59	4.7
Sun. 17	h. m.	7 20	6.8	h. m.	3 37	5.1
		7 20	4.7		3 39	4.5

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.30 " " 9.30 " "	" " " "
10.00 " " 11.00 " "	" " " "
11.30 " " 12.30 " "	" " " "
1.00 " " 2.00 " "	" " " "
2.30 " " 3.30 " "	" " " "
4.00 " " 5.00 " "	" " " "
5.30 " " 6.30 " "	" " " "

NIGHT CARS.

5.30 p.m. to 8.30 p.m.	Every 30 minutes
8.30 p.m. to 11.30 p.m.	" " " "

SATURDAYS.

7.30 a.m. to 10.30 a.m.	Every 15 min.
11.00 a.m. to 11.30 a.m.	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.30 p.m. to 2.30 p.m.	" " " "
3.00 p.m. to 4.00 p.m.	" " " "
4.30 p.m. to 5.30 p.m.	" " " "

SUNDAYS.

7.30 a.m. to 10.30 a.m.	Every 15 min.
11.00 a.m. to 11.30 a.m.	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.30 p.m. to 2.30 p.m.	" " " "
3.00 p.m. to 4.00 p.m.	" " " "
4.30 p.m. to 5.30 p.m.	" " " "

NIGHT CARS.

8.30 p.m. to 11.30 p.m.	Every 30 minutes
-------------------------	------------------

SPECIAL CARS.

By arrangement with the Peak Tramway Office
SUNDAYS & HOLIDAYS. 7.30 a.m. to 5.30 p.m.

NOTICE.

PICK OF THE PICTURES TO-NIGHT

WO

At 2.30 & 7.15

PING—

"THE SON OF TARZAN"

Episode 5

THEATRE

"DAREDEVIL JACK"

Episodes 3 & 4

at 2.30, 5.15, 7.15 & 9.15

MABEL NORMAND

— IN —

"SIS HOPKINS"

"BRINGING UP FATHER"

British Gazette

at 9.15 p.m.

Alice Brady

— in —

"IN THE HOLLOW OF HER HAND"

CORONET KOWLOON

HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

THE FAMOUS COMEDY STAR

GEORGE BEBAN

in

"ONE MORE AMERICAN"

A Paramount Picture

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Bank	n. 720 ex rights
" 35 paid	b. 406
Bk. of E. Asia	b. 150

Marine Insurances.

Cantons	b. 405
North China	b. 144
Unions	s. 240
Yangtze	b. 24 1/2
Far Eastern	b. 22

Fire Insurances.

China Fire	b. 120
H. K. Fire	b. 320

Shipping.

Donglases	n. 60 1/2
H.K. Steamboats	b. 26 1/2
Indos (Pref.)	b. 33
Indo Def. Long/Reg. n.	275
Indo Def. H.K. Reg. n.	270
Shells	b. 11 1/2
Ferries	n. 31

Refineries.

Sugars	s. 195
Malabour	n. 55

Mining.

Kallans	b. 80
Langkate	b. 11
Shanghai Loans	n. 11

Rauhs.

Tronchs	b. 24 1/2
Ural Caspians	b. 21 1/3

Docks, Wharves, Godowns, &c.

H.K. Wharves	b. & sa. 96 1/4
K. Docks	s. 209
Shai Docks	b. 142
N. Engineering	b. 12 1/2

Lands, Hotel, &c.

Centrals	b. 143
H.K. Hotel	b. 210
H.K. Lands	sa. 119
H'phreys Est.	s. 10.90
K'loon Lands	b. 35
L. Reclamations	b. 122
West Point	b. 60

Cotton Mills.

Ewos	sa. 23 1/4
Kung Yiks	—
Lan Kung Mows	—
Oriental	b. 17 1/4
Shai Cottons	sa. 153
Yangtsepoos	—

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